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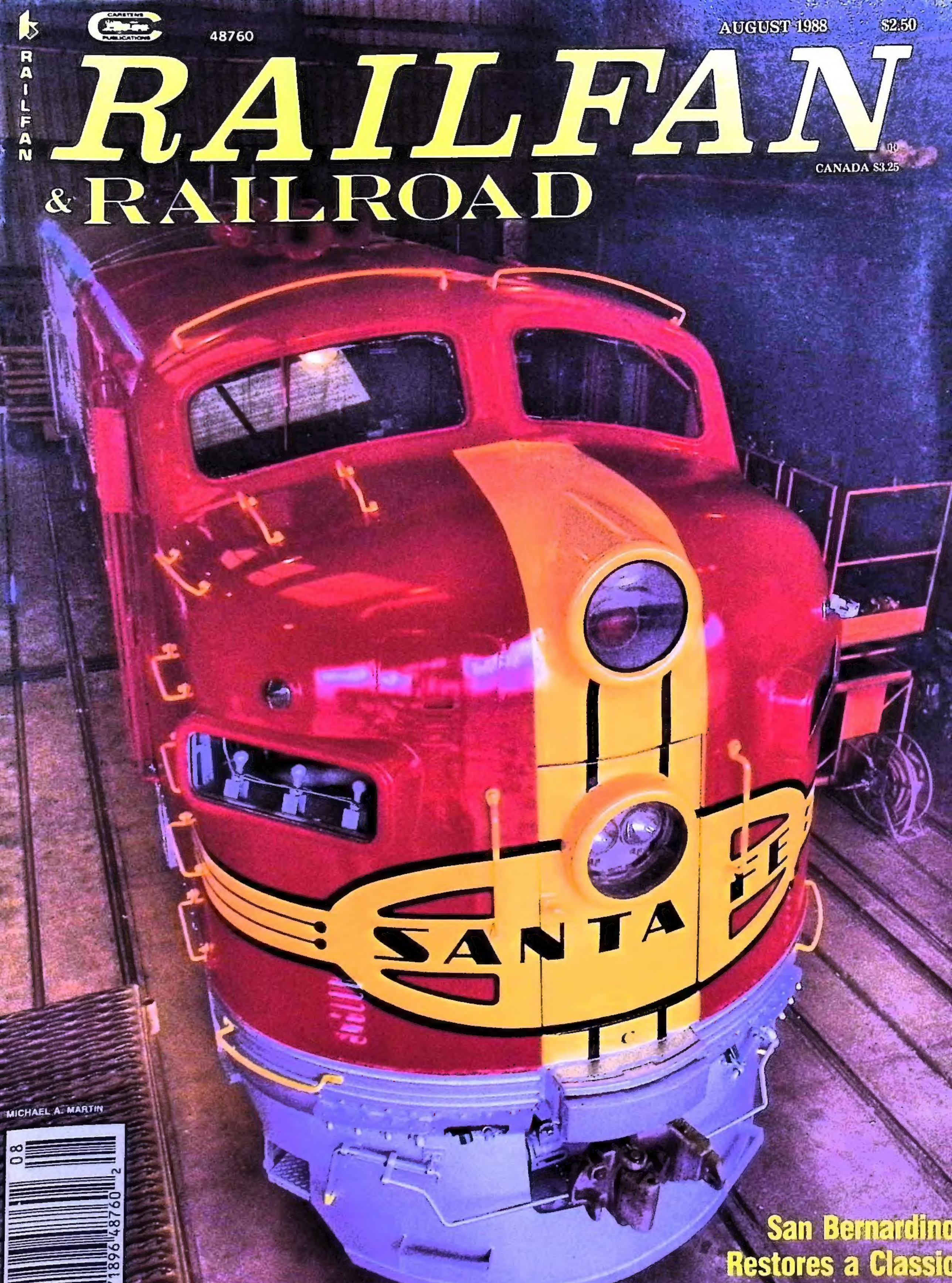

MICHAEL A. MARTIN

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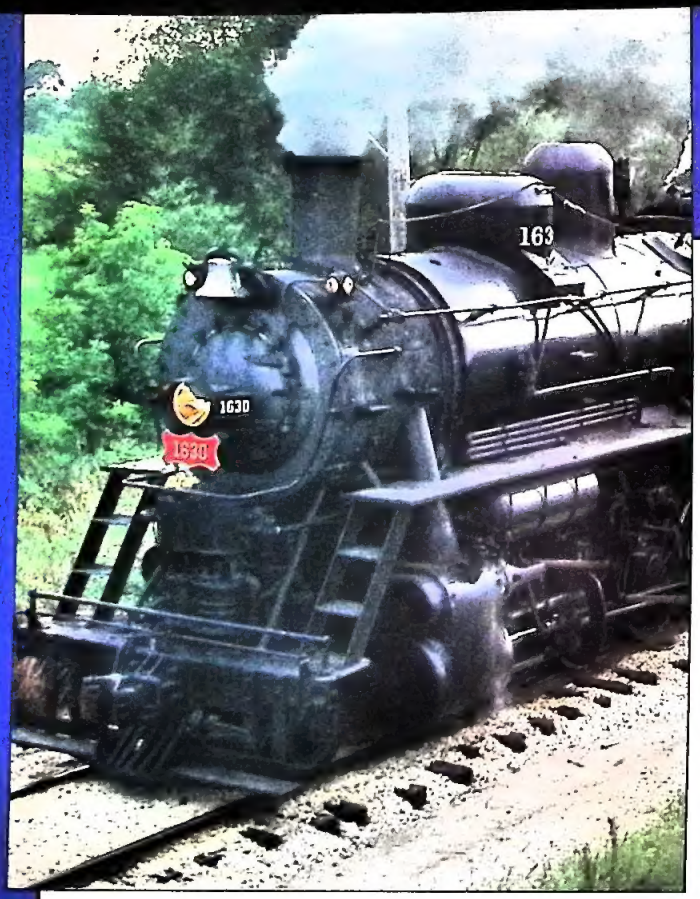
San Bernardino
Restores a Classic



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From the Publisher's desk: What If . . .

As the railroads modernized their rosters following World War II, there was a wholesale scrapping of steam locomotives as first generation diesel power took over. A few railroads realized that many of the locomotives destined for the scrap heap were worthy of preservation, or at the very least, storage. In the forefront of locomotive preservation was the Baltimore & Ohio, which had done a monumental job for a railroad exposition in 1927, saving the power at the historic Mt. Clare Shops. The Pennsylvania had also quietly preserved a number of classic steam types. There were others, among them the New York Central 999, the Western & Atlantic No.3 *General*, Colorado & Southern 2-6-0 No.9, Virginia & Truckee 21 *J.W. Bowker*, and many more.

Many famous locomotives didn't survive, and it is fun to speculate which ten would have been worthy of preservation. Obviously no list of ten would satisfy every group of railfans, but let's toss ten specific engines in the ring and see how readers react. What other power would you have saved? As a starter, here's my ten:

1. New York Central 4-6-4. Possibly No.5200, which was the first in the series, or No.5445, later made famous by Lionel in its scale model.
2. Milwaukee Road Class A *Hiawatha* 4-4-2, the beautifully streamlined Alco speedster.
3. Pennsylvania Railroad T1 4-4-4-4 Duplex, heralded as a replacement for the K4s—with shark nose styling.
4. Pennsylvania Railroad K4s No.3768 as streamlined in 1938 for main line passenger service.
5. Southern Pacific 3631 2-10-2, one of the Baldwin-built *Prosperity Special* locomotives.
6. Santa Fe No.3460 streamlined "Blue Goose" 4-6-4 for service on the *Chief* and other crack trains.
7. New York, Ontario & Western class V 2-6-0 camelback, probably too small for today's fantrips.
8. Erie Railroad Class K-1 4-6-2. Rumors abound that one may still be running somewhere in Korea. Probably not.
9. St. Clair Tunnel Company No.598 0-10-0 built by Baldwin in 1891 for service between Sarnia and Port Huron.
10. New York, Lake Erie & Western No.805 2-10-0, heaviest locomotive exhibited at the Columbian Exposition.

Obviously I've left out many superb locomotives. I should have included either the C&O or N&W steam turbines which might have heralded a new era in steam power. If I'd included electrics, one of the Virginian jack-shaft engines would have been included, and although one FT A-unit is preserved at the Museum of Transport, it would be nice to have an FT A-B-B-A 5400-h.p. set in operating condition. An early Erie wide gauge locomotive should also have been included.

If you have a pet engine you'd like to see included, print or type it on a postcard and mail it to this magazine, care of Favorite Locomotive. We'll let you know what favorite ones you would have saved.

RAILFAN & RAILROAD

August 1988/vol.7 no.8

RAILROAD / founded 1906 / vol.110 no.5

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Cover

A few details remain (like the number boards), but Santa Fe F7 347C is just about to roll out of the San Bernardino Shop for its debut in Imron red warbonnet livery in late April 1988. Donated to the California State Railroad Museum wearing the "yellowbonnet" colors in March 1986, F7A/F3B set 347C/347B were sent to the Santa Fe facility at San Bernardino in February 1988 for a cosmetic restoration. Read the full story in David Lustig's color feature beginning on page 56. AT&SF photo (Ektachrome 100) by Michael A. Martin.

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Fanmail

Memories and Morgan

Fr. Dale Paterka's "Remembering Morgan Tower" in the May '88 issue brought back my own similar memories of Pennsy's "Woodbine Tower." As a boy in the '30s, a friend and myself were often invited up by a particular towerman in this West Philadelphia tower. He had been a "brakie" who lost a leg in an accident, and the Pennsy gave him the tower job. The tower had largely been superseded by nearby Overbrook Tower, but Woodbine still controlled the upper end of the 59th St. Yard. This towerman always had time for us. He had only two electrically operated switches; the rest had to be thrown by hand. He was glad to let us, at his direction, throw the hand levers, as it was a difficult job for him with but one leg. Alas, those towermen and towers are gone, but the good memories come back to me when I look at my red Pennsy lantern, a souvenir of Woodbine Tower.

ROBERT J. CALHOUN
Zionsville, Pa.

Marion vs. Terre Haute

After reading the MARKERS commentary in the May '88 issue about Marion Union Station in Ohio, I'm glad to see that this station is being saved. Terry Haute, Indiana's, Big Four depot was of similar construction with limestone around its base, arch windows and a circular tower on one corner. Unfortunately, it stood on a curve along Conrail's St. Louis line. Conrail wanted to widen the curve, and the station was in the way. Local historians made an attempt to save the depot in 1984, but Conrail began demolition by knocking off the freight section in July 1984 before a court injunction could stop them. The building sat for over two years, now unworthy of preserving, until December 1986 when it was leveled. At this point I have heard nothing else about Conrail realigning the curve.

This station in Marion, Ohio, doesn't exactly resemble the one in Terry Haute, but its architecture is similar and is a happy reminder of the one that stood in Terre Haute. I wish the folks in Marion all the luck in restoring the station.

By the way, Conrail maintenance crews still work out of the Big Four depot in Greencastle, Ind., and it is in excellent condition. I guess the late Don Ball, Jr., probably spent a lot of time there when he was attending Depauw University.

JIM RHODES
Knightsville, Ind.

Slowdachrome

In reference to the June '88 CAMERA BAG, if you think Kodachrome 25 is too slow for most action work, what does that make Kodachrome 10, which was the standard in the early '50s when I started taking pictures? My standard exposure, through necessity, was 1/100th at f4 using a camera whose maximum aperture was f3.5.

ARA MESROBIAN
Chevy Chase, Md.

⊂ *Those who mastered Kodachrome 10, in spite of its limits, are truly the heros of that age. Those who experimented with faster Ektachrome or Agfachrome today find their images color-shifted beyond recall, while the slow Kodachrome looks like it was shot last week. The slow film explains why there was virtually no action color work done in poor weather and why the fast trains were often shot a bit "too far away." The creative photography that we accept as normal today was impossible then because of the limitations of film and cameras*—J.B.

Railfanning the Narrow Gauge

Your feature on the Durango & Silverton was a winner. Despite the fact that the D&SNG's primary income is hauling tourists, it can truly be called a railroad. Last August, while I was videotaping a documentary on the narrow gauge, Mr. Amos Cordova of the D&SNG kindly allowed me access to the locomotive terminal during the morning preparations for the day's trains.

I must say that it was most impressive. It was quite a treat to witness one locomotive after another emerging from the roundhouse and then being serviced. To think that the D&S routinely dispatches more steam locomotives on a daily basis than many rail museums roster on "railfan weekends" boggles the mind.

I have heard many fans bad-mouth the D&SNG for not allowing them back in the roundhouse area. However, from my own experience, I do not blame the railroad one bit. With five steam locomotives moving about in various stages of servicing, plus the activity in the carshop, boiler work on the 478, and the general small size of the yard, it would not have been prudent to have any more people running around the yard at that time than myself. It would be nice, however, if the railroad could construct a viewing platform on the west side of the yard, to afford photographers with at least one angle of the servicing area.

On another note, I would hope that fans making the journey to narrow gauge country would not miss a trip on the Cumbres & Toltec. Like the D&S, it is straight from the past. Standing below Windy Point watching a helper returning to Chama from Cumbres, while the rest of the motorcade has roared on to follow the passenger train to Los Pinos, can stir the soul just as much as the four trains a day out of Durango.

LES JARRETT
Rockford, Ill.

⊂ *Les Jarrett's excellent documentary, "Narrow Rails Still Shine," was reviewed in the February 1988 R&R*—M.D.

Page 40 of the June issue has an error. In the listing of D&SNG locomotives in service for 1988, the 478 was left out. It is presently fired up and running. The 473 may not be available, at least until later in the year. It is presently getting new flues.

GARY ROLLSTIN
Farmington, N.M.

Just finished reading my June '88 issue. You did a very interesting article on "Railfanning the Durango & Silverton." Checking back on our trips west, it was 1980 when we rode the D&SNG. My sister lives in Denver, and the three of us in her motor home stopped in Silverton on our way to Durango. We found an R.V. camp for the night and

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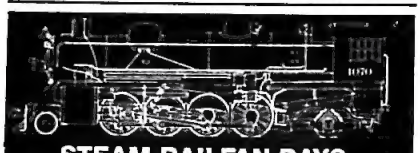

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early the next morning we rode the train to Durango. With the wonderful pictures and story in your magazine, we could re-ride the train. Yes, we did have dinner at the Bent Elbow. While there, an older woman in 1800s period dress played the piano, and I did notice a huge bar. Being a lover of oak furniture, I asked the bartender about it. The bar was installed when the building was built. A couple of trainmen who had dinner with us turned out to be former Denver & Rio Grande employees.

GILBERT B. HARRIMAN
Edinboro, Pa.

The Silverton and PAs

I enjoyed very much the June issue. As a some-time patron of the *San Diegans* who once rode the trains when they had PAs, and as a Silverton buff who once walked the Animas Canyon, I found me wanting to go back and make both trips again. I bet your articles will prompt a lot of vacation travel that way this year.

JAMES NEUBAUER
Chicago, Ill.

The tender behind

Looking at the photo on top of page 2 in the June '88 R&R of the Napa Valley's FAs, didn't you overlook something? Isn't that the tender of a restored Spokane Portland & Seattle 4-8-4 700 sticking out on the right side of the picture?

JOHN A. ELLIOT
Helena, Mont.

⇐ *Right you are. The balance of the restoration of the SP&S 4-8-4 700 will be done at the SP's Brooklyn Roundhouse in Portland, Oregon. We should have mentioned the tender in the caption; it showed up more clearly on the printed page than it did when we viewed the original slide*—M.D.

Silverton and Maury

In your June '88 issue, I especially enjoyed your comments about Silverton in your MARKERS column. Maybe I'm wrong, but there seems to be more interest than ever in railroad, transit and other transportation modes.

Maury Klebolt moved here back in the '70s and has been a force in San Francisco as far as transit goes almost since his arrival. Maury is still in the travel business but is also a part-time Municipal railway employee. He has been one of the real forces in the tremendous success of the Trolley Festivals.

DAVID L. PHARR
San Francisco, Calif.

The SD&IV

When did the San Diego & Imperial Valley reinstitute service over the ex-San Diego & Arizona Eastern "to Plaster City, Cal., and a connection with the SP" as stated in the June '88 RAILNEWS? Only a few weeks ago, the Carrizzo Gorge trestle still was out of service, at least two of the tunnels that had collapsed still had not been reopened and several others which have not yet collapsed are of rather doubtful structural integrity due to fires set by the "illegals" having burned out the timbering.

Consider this to be a "Gotcha," something we all need to have done to us from time to time (but not too often).

On a positive note, this rank amateur really does appreciate your helpful and provocative CAMERA BAG on the basics of railfan photography. I am studying it.

Overall the June issue is superb. You cannot please all of the people all of the time, but you really hit a responsive chord for me with that one. The Durango & Silverton and the "Surf Line" both happen to be of great interest to me. I had been eagerly awaiting its publication.

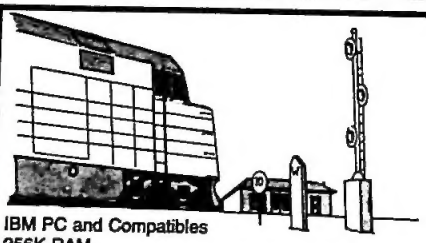
A.L. O'TOOLE
Virginia Beach, Va.

Tumbler Update

Following a recent two-week trek to the BC Rail Tumbler Subdivision, a few additional observations may be of importance to your readers:

The "latest operating scenario" that Greg Nazarow described is in fact merely the normal monthly wyeing of the train sets, which occurs around the first of each month. This is done to attempt to equalize the wheel wear on the equipment sets.

I must point out that all the access roads discussed are dirt and therefore prone to gul-



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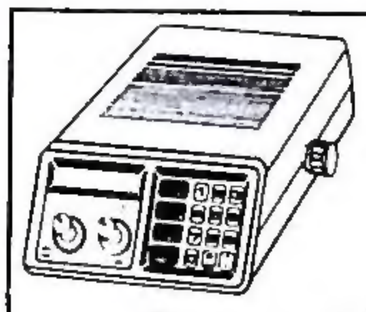

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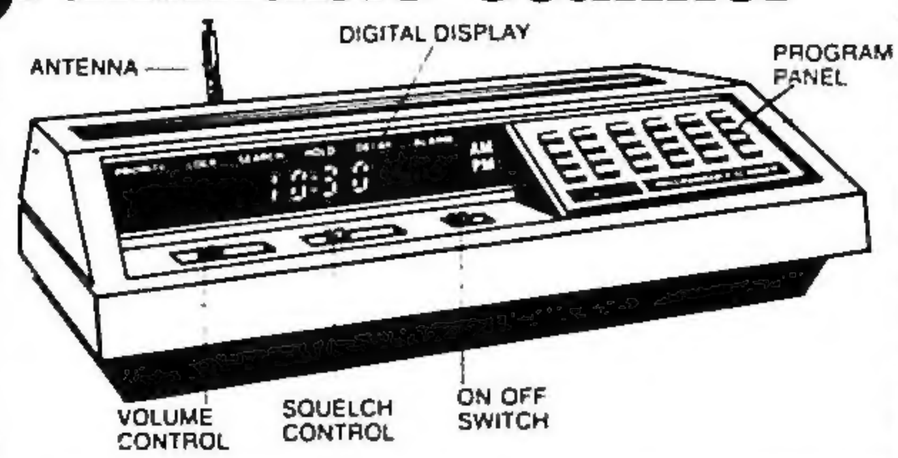

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100 channel pocket sized hand-held scanner (6"Hx1"Dx2¾"W), no crystal, portable scanner, 29-54 MHz, 118-174MHz, 406-512 MHz, bank scanning, backlit LCD display, automatic search, lockout, scan delay, priority, key lock, plus much more. Includes rubber antenna, rechargeable Ni-Cad battery pack, AC adapter charger, earphone, and carry case. optional cigarette lighter adapter #15MPC $12.99.

BEARCAT 100-XLT Hand-Held 100 Channel	$219.99	(7.00)
BEARCAT 70XLT Programmable Hand-Held	169.99	(6.00)
BEARCAT 50XL Programmable Hand-Held	119.99	(5.00)
AD100U AC Adapter/Charger for 50 XL	12.95	(*)
BP55 Ni-Cad Battery Pack for 50XL	13.99	(*)
VC001 Carry Case for 50XL	11.99	(7.00)
PS001 Cigarette Lighter Adapter for 50XL/100XL	12.95	(*)
BEARCAT 140 AC Programmable Scanner	94.99	(5.00)
BEARCAT 145XL AC Programmable Scanner	99.99	(5.00)
BEARCAT 175XL AC Digital Scanner	159.99	(5.00)
REGENCY TS-1 Turbo Scan AC/DC	239.99	(7.00)
REGENCY TS-2 Turbo Scan 800 AC/DC	339.99	(7.00)
BEARCAT 210XLT AC/DC Digital Scanner	199.99	(7.00)
BEARCAT 800 XLT AC/DC Digital Scanner	279.99	(7.00)
REGENCY HX-1500 Hand-Held Scanner	224.99	(7.00)
REGENCY MA-257 Cigarette cord for HX1000/1200	10.99	(*)
REGENCY MA-917 Ni-cad Battery for HX1000/1200	24.99	(*)
REGENCY HX-CASE Hvy Leath. case for HX1000/1200	19.99	(*)
REGENCY MA-549 Drop in charger for HX1000/1200	89.99	(5.00)
REGENCY MX-3000 AC/DC Digital Scanner	169.99	(7.00)
REGENCY Z-30 AC/DC Digital Scanner	129.99	(7.00)
REGENCY Z-60 AC/DC Digital Scanner w/Air	139.99	(7.00)
Mobile Mounting Bracket for Z Scanners	5.99	(*)
REGENCY ACT-R-1 AC/DC Crys. Single Channel	75.99	(4.00)
REGENCY RH-256B High Band Transceiver	359.99	(7.75)
REGENCY UC 102 Hi-VHF Hand Transceiver	119.99	(5.50)
REGENCY RH-600B High Band Transceiver	429.99	(7.75)
REGENCY R806 AC/DC Crystal Scanner	79.99	(5.00)
REGENCY INF-1 Informant Receiver	249.99	(7.00)
REGENCY INF-2 Informant Receiver	324.99	(7.00)
REGENCY INF-3 AC Informant Receiver	249.99	(7.00)
REGENCY INF-5 AC Informant Receiver	199.99	(7.00)
REGENCY R1090 Digital AC Scanner	147.99	(7.00)
COBRA SR12 Digital Hand-Held Scanner	189.99	(6.50)
COBRA SR10 Digital Hand-Held Scanner	129.99	(6.00)
COBRA SR900 AC/DC Digital Scanner	104.99	(5.00)
COBRA SR295 AC/DC Digital Scanner	109.99	(7.00)
Book "Top Secret Registry of Gov't Frequency" 6th	13.99	(3.00)
Book "Covert Intelligence, Electronic Eavesdropping"	8.95	(*)
Book "Betty Bearcat Frequency Directory"	14.95	(*)
Book "Rail Scan Directory"	7.95	(*)
Book "Air Scan Directory"	12.95	(*)
RCD MRP-1 Single Channel Hand-Held	38.99	(3.00)
FANON M8HLU DC Crystal Scanner	89.99	(5.00)
FANON PSK-1 AC Adapted for M8HLU	12.99	(*)
FOX BMP-1060 AC/DC Digital Scanner	129.99	(5.50)
FOX Mounting Bracket for BMP-1060	9.99	(*)
ANT-1 Magnet Mount Mobile Scanner Antenna	29.99	(3.00)
ANT-6 Base Scanner Antenna w/50' cable	29.99	(3.00)
REGENCY RD-ONE Radar Detector	39.99	(4.00)
REGENCY CB-ONE CB Radio	34.99	(5.00)

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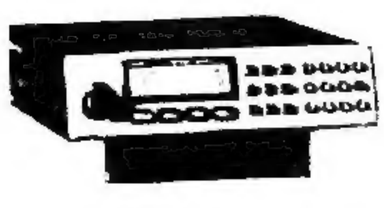
Digital programmable, 16 channel, AC/DC mobile/base, with raised button keyboard for easy programming of the following frequency ranges: 29-54mhz, 118-174mhz, 406-512mhz. Covering aircraft, marine, police, fire, weather, trains, public service, plus much more. Features include: digital display, priority, scan delay, weather button, channel lockout, search, scan speed, automatic squelch, memory backup, one year factory warranty, external speaker jack. . (Extended warranty 2 years extra $29.99, 3 years extra $39.99.)



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Digital Programmable 100 Channel Scanner

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BEARCAT BC-950XLT

Same features as BC-600XLT but also receives 800-954mhz.

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REGENCY Z-60

Same features as Regency Z-30.

With the addition of aircraft 118-136mhz and FM broadcast 88-108mhz. Z-60 also receives a total of 50 channels.

ONLY **$139.99**

(plus $7.00 shipping each)

BEARCAT 70XLT

20 CHANNEL HAND-HELD SCANNER

Small size 6"Hx1"Dx2¾"W, full digital readout, priority, search, channel lockout, scan delay, key lock. Covers following frequencies: 29-54mhz, 136-174mhz, 406-512mhz. Package includes rubber antenna, rechargeable Ni-Cad battery pack, AC adapter/charger, and carry case.

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(*) Add ($) per scanner, and $3.00* for all accessories ordered at same time. C.O.D. shipments will be charged an additional $3.50 per package. Full insurance is included in shipping charges. All orders are shipped by United Parcel Service. Shipping charges are for continental USA only. Outside of continental USA, ask for shipping charge per scanner.

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W-601— Atlantic Coast Line Power and Trains.
W-602— Burlington Power and Trains.
W-603— Lehigh Valley Transit-Wheeling Traction-Wilkes-Barre Railway.
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W-606— Soo Line Power and Trains.
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SW-28— Santa Fe Power and Trains.
SW-29— Chesapeake and Ohio Steam Power and Trains, including a shot of Steam Turbine 500.
SW-30— Reading Power and Trains.
SW-31— Canadian National-Grand Trunk-Grand Trunk Western Power and Trains.
SW-32— New Haven Power and Trains.

These sets do not duplicate any previous offerings. A new series of sets will be offered every two months. Also available with these sets are passenger car, rolling stock, depot, and Western Railroading series. Order from this ad, or to receive two color sample slides and have your name added to the mailing list, send $3.00 to:

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lying and washouts, especially following heavy storms. There are numerous treacherous curves and bumps, so these roads are not for the faint of heart. I would recommend that anyone seriously considering doing more-than-casual railfanning on the Tumbler make sure they have a four-wheel-drive vehicle. As an example, during my recent visit, the west end access road became washed out between Highway 97 and Tacheeda Camp, while further in, a grade crossing had been removed and the road was impassable above Mile 20. The east end access road was cut by a passable washout at Mile 55. As the logging season comes into swing this will undoubtedly improve, but all individuals be advised to proceed on such roads carefully.

In an effort to cut electric power consumption, the railway has been dialing the GF6Cs down to a rating of approximately 3600 horsepower; this mandates the use of four motors on all loaded trains. The railway has chosen to operate four units on the head end, cutting a pusher crew and leaving the remaining crew on standby only. This also dictates that only one train at a time can run the line, so at present there are no meets on the Tumbler, save at Quintette when an empty inbound train may meet a loaded train.

The word around the railroad is that mine production will begin to pick up soon, so hopefully this scenario will pass.

BRUCE R. VAN SANT
Oceanside, N.Y.

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

NICKEL PLATE 2-8-4 765, 1988 Season. NKP 2-8-4 is scheduled to be operated on the following dates and routes by the Ft. Wayne Railroad Historical Society. The following listings indicate date, route and (sponsor). See listing at end for addresses of sponsoring organizations and contact them for specific information, prices, etc. Ferry moves are listed for photographic purposes only.

July 2-4, Buffalo to Niagara Falls, N.Y., and return. Three trips each day (WNYS).

1988 NRHS Convention, July 23-31 (TRIS): **July 24,** Bound Brook, N.J., to Reading via Philadelphia and return via Allentown, Pa.; **July 26,** Bound Brook, N.J., to Allentown, Pa., diesels continue to Jim Thorpe, Pa., and back to Allentown, 765 return; **July 28,** Bound Brook, N.J., to Reading via Philadelphia and return via Allentown; **July 30,** Hoboken, N.J., to Port Jervis, N.Y., and return; **July 31,** Bound Brook, N.J., to Harrisburg via Allentown and Reading and return.

September 17, Orrville, Ohio, to Pittsburgh, Pa., and return (ORHC); **September 18,** Orrville to Columbus, Ohio, and return (ORHC); **September 24,** Orrville to Bellevue, Ohio, and return (ORHC); **September 25,** Orrville to Vermillion, Ohio, and return (ORHC); **September 26,** ferry move from Orrville, Ohio, to Huntington, W.Va.

October 15, 16, 22 and 23, Huntington to Charleston, W.Va., and return each day (CPH).

The sponsoring organizations are: (CPH) Collis P. Huntington Chapter NRHS, P.O. Box 271, Huntington, WV 25707; (ORHC) Orrville Railroad Heritage Committee, P.O. Box 11, Orrville, OH 44667; (TRIS) Tri-State Chapter NRHS, P.O. Box 1217, Morristown, NJ 07960; (WNYS) Western New York Railway Historical Society, P.O. Box 502, Tonawanda, NY 14151.

NORFOLK SOUTHERN, 1988 Excursion Season. The following listings indicate: **Date,** locomotive, route and (sponsoring organization). See listings at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. Locomotive 611 is N&W streamlined Class J 4-8-4, 1218 is N&W Class A 2-6-6-4 and "diesels" are available NS diesels.

July 9-10, Detroit, Mich., to Fort Wayne, Ind., and return each day (BWC); **July 16-17,** 1218/diesels Detroit, Mich., to Cincinnati, Oh., via Fort Wayne, Ind., overnight in Cincinnati and return next day (BWC); **July 23-24,** 1218 Buffalo, N.Y., to St. Thomas, Ontario, and return [destination tentative](BCN).

August 6, 1218 Conneaut, Oh., to Buffalo, N.Y., and return (LSR); **August 7,** 1218 Erie, Pa., to Bellevue, Oh., and return with diesels (LSR); **August 13-14,** 1218/diesels Cleveland to Columbus, Oh., and return each day for the Ohio State Fair (MRC); **August 20,** 1218 Toledo to Columbus, Oh., and return for the Ohio State Fair (MRC); **August 27,** 1218 Portsmouth, Oh., to Iaeger, W.Va., and return (CPHC); **August 28,** 1218 Portsmouth, Oh., to Kenova, W.Va., and return (CPHC).

September 17-18, 1218 Columbus to Portsmouth, Oh., and return each day (BCC); **September 24,** diesels Johnson City, Tenn., to Natural Tunnel, Va., and return (WTC); **September 24-25,** 1218 Lexington, Ky., to Chattanooga, overnight and return next day behind 611 (BGM).

October 1, 611 Cincinnati to Muncie, Oh., and return (CCN); **October 1,** diesels Roanoke to Abingdon, Va., and return (RCN); **October 2,** diesels Roanoke to Winston-Salem, N.C., and return (RCN); **October 2,** 611 Cincinnati to Danville, Ky., and return (CCN); **October 8-9,** 1218 Birmingham, Ala., to an unknown destination and return (HOD); October 8-9, diesels Hagerstown, Md., to Luray, Va., and return (WC); **October 15-16,** 611 Chattanooga to Oneida, Tenn., and return each day (TVRM); **October 15,** diesels Norfolk to Emporia, Va., and return (TWC); **October 16,** diesels Norfolk, Va., to Edonton, N.C., and return (TWC); **October 19-20,** diesels Spencer to Raleigh, N.C., and return each day to the State Fair (TWC); **October 22-23,** 611 Chattanooga to Oneida, Tenn., and return each day (TVRM); **October 22,** diesels Asheville, N.C., to Bulls Gap, Tenn., and return (ASHV); **October 23,** diesels Asheville to Pisgah Forest, N.C., and return (ASHV); **October 29,** diesels Charlotte to Asheville, N.C., and return (PCCN); **October 29,** 611 Atlanta to Toccoa, Ga., and return (ACN); **October 30,** 611 Atlanta to Chattanooga and return (ACN); **October 30,** diesels Charlotte, N.C., to an unannounced destination (PCCN).

November 4, 611 one way Greenville, S.C., to Chattanooga (GVN); **November 5,** 611 Chattanooga to Attalla, Ala., and return (TVRM); **November 6,** 611/diesels Chattanooga to Greenville, S.C. (GVN); **November 5,** diesels Atlanta to Toccoa, Ga., and return (ACN); **November 6,** diesels Atlanta to Chattanooga and return (ACN); **November 12-13,** 611 Jacksonville, Fla., to Valdosta, Ga., and return each day (NFC).

The sponsoring organizations in alphabetical order are: (ACN) Atlanta Chapter NRHS, P.O. Box 81592, Atlanta, GA 30366; (ASHV) Asheville Chapter NRHS, c/o Antique Train & Toy Company, 640 Merrimon Ave., Asheville, NC 28804; (BCC) Ohio Bicentennial Constitution Committee, 461 Fairlawn Drive, Columbus, OH 43214; (BCN) Niagara Frontier Chapter NRHS, No.4 Alabama Place, Lockport, NY 14094; (BGM) Bluegrass Railroad Museum, P.O. Box 1711, Lexington, KY 40592; (BWC) Bluewater Michigan Chapter NRHS, P.O. Box 296, Royal Oak, MI 48068; (CCN) Cincinnati Railroad Club, P.O. Box 14157, Cincinnati, OH 45250; (CPHC) Collis P. Huntington Chapter NRHS, P.O. Box 271, Huntington, WV 25707; (GVN) Greenville Chapter NRHS, P.O. Box 5481, Greenville, SC 29606; (HOD) Heart of Dixie Chapter NRHS, P.O. Box 254, Birmingham, AL 35201; (LSR) Lake Shore Railway Historical Society, P.O. Box 571, North East, PA 16428; (MRC) Mad River & NKP Railroad Society, P.O. Box 42, Bellevue, OH 44811; (NFC) North Florida Chapter NRHS, P.O. Box 16493, Jacksonville, FL 32245; (PCCN) Piedmont Carolinas Chapter NRHS, RR Excursions, P.O. Box 11753, Charlotte, NC 28220, (RCN) Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032; (TVRM) Tennessee Valley Railroad Museum, 4119 Cromwell Road, Chattanooga, TN 37421; (TWC) Tidewater Chapter NRHS, P.O. Box 7185, Portsmouth, VA 23707; (WC) Winchester Chapter NRHS, 29 Whites Place, Winchester, VA 22601; (WTC) Watauga Valley Chapter NRHS, P.O. Box 432, Johnson City, TN 37605.

STRASBURG, PENNSYLVANIA, Authentic "mixed" train on the Strasburg Railroad operates through October 9. Train departs Strasburg Fridays at 9am and travels 9 miles to interchange real freight with Conrail. Capacity limited. Adults $4.75, kids $2.50. Contact: Strasburg Railroad, P.O. Box 96, Strasburg, PA 17579; 717/687-7522.

SKAGWAY, ALASKA, White Pass & Yukon operates passenger service between Skagway and White Pass Station, Alaska, through September 27. Two trains daily and four trains on Tuesday, Wednesday and Thursday during cruise ship season. All trains depart Skagway behind WP&Y 2-8-2 No.73 and then get diesel power two miles inland at yard for the run up the pass. For reservations call 800/343-7373.

DENVER, COLORADO, Westward to Promontory: The Photographs of Andrew J. Russell will be on display through August 3, 1988, at the Colorado History Museum on 13th and Broadway in Denver. The Museum is open Monday through Saturday 10am-4:30pm and Sunday noon-4:30pm. Adults $2.50, $1 for seniors and kids 6-16 and students with ID card, kids under 6 free. Contact: Colorado History Museum, 1300 Broadway, Denver, CO 80203-2137; 303/866-3682.

PORTOLA, CALIFORNIA, July 9. 3rd Annual Feather River Rail Festival at the Portola Railroad Museum. Activities include an all-day photo session featuring runbys, train rides, static displays, slide shows, raffles, a swap meet and night photo session. Prepaid tickets $5, at the door $7. Contact: Feather River Rail Festival, c/o 1130 Galaxy Drive, Yuba City, CA 95991.

READING, PENNSYLVANIA, The Blue Mountain & Reading 1988 off-line excursions on Conrail are planned for the following dates. All trains originate from BM&R Temple, Pa., depot on the north side of Reading. Locomotives are: 2102, Reading 4-8-4; 425, BM&R ex-GM&N 4-6-2; diesels, Reading C630 5308 and GP30 5513.

July 9, Philadelphia Zoo with the 2102.
October 9, Tamaqua with diesels.
October 16, 2102 to Jim Thorpe and return.
December 3, 425 to Philadelphia Galleria and return.

For full details see ad on page 13, or contact: 425 Concessions, Inc., c/o Blue Mountain & Reading Railroad, P.O. Box 425, Hamburg, PA 19526; 215/562-4083.

SEATTLE, WASHINGTON, July 10 and September 11. Four-hour trackless trolley excursions covering most of Metro's overhead trolley network in Seattle. Lunch and photo stops will be made. Departs 11am. Adult fare $4, kids and seniors $3. Contact: Metro Employees Historic Vehicle Association, c/o Metro, 821 2nd Ave, Seattle, WA 98104.

MILWAUKEE, WISCONSIN, July 12-13. Annual Circus Train of flatcars loaded with colorful circus wagons will run from the Circus World Museum in Baraboo to Milwaukee, Wisconsin, on C&NW behind 4-6-0 1385. Train will lay overnight at Janesville and continue via Des Plaines to C&NW Shore Line to Milwaukee's lakefront. The Great Circus Parade in downtown Milwaukee will be held July 17.

HONESDALE, PENNSYLVANIA, Excursions on the "Stourbridge Line" Honesdale to Lackawaxen, Pa., and return, using BL2 54 and open window coaches. Listings show departure times from Honesdale: **July 16,** 10am and 3pm; **July 17,** 1pm; **July 23,** 5pm (dinner/theatre train); **July 30,** 10am, **July 31,** 1pm; **August 7,** 1pm. Contact: Wayne County Chamber of Commerce, 742 Main Street, Honesdale, PA 18431; 717/253-1960.

NRHS 1988 CONVENTION, July 23-31. Tri-State Chapter NRHS will host the 1988 NRHS National Convention in Somerset, New Jersey. Main line excursions include NKP 2-8-4 765 making separate trips to Temple, Pa. (connection with Blue Mountain & Reading's 4-8-4 and 4-6-2), Harrisburg, Pa., and Port Jervis, N.Y. Diesel trips will include Morristown & Erie Alcos on Conrail's ex-NYC West Shore line to Selkirk, N.Y., and circle trips with Susquehanna diesels over the NYS&W stack train route to Campbell Hall, N.Y., and return over former-Erie main line. Diesels will also power an excursion over Conrail's Camden & Amboy. Electric m.u. trips, Hudson River cruises, night photo sessions and a banquet are also scheduled. Plenty of hotel space available and lots to do for the whole family. For complete details contact: Tri-State Chapter NRHS, P.O. Box 1217, Morristown, NJ 07960; 201/488-5429.

BOSTON, MASSACHUSETTS, July 23-August 7. "California Special" aboard Amtrak originates in Boston with tours of Los Angeles, San Francisco, Sacramento, Reno, Yosemite Park and Chicago. Complete itinerary available. Contact: Mystic Valley Rail Society, P.O. Box 486, Hyde Park, MA 02136-0486; 617/361-4445.

OTTAWA, ONTARIO, July 30. "The Highlander" excursion powered by CPR 4-6-2 1201 on freight-only trackage from Ottawa to Maxville, Ont., for the Highland Games. Departs National Museum of Science & Technology at 8am. Tickets $50. Contact: Bytown Railway Society, P.O. Box 141, Station A, Ottawa, Ontario, Canada K1N 8V1.

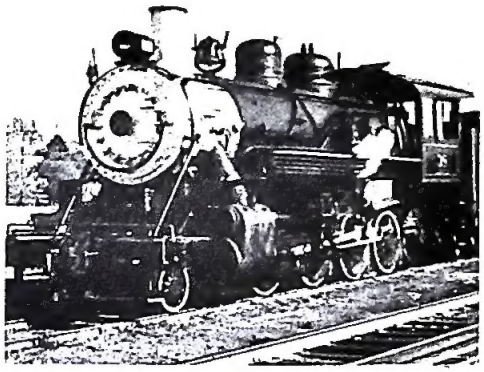
MILBANK, SOUTH DAKOTA, August 12-14. Trainfest '88, 4th Annual Salute to the Railroads will feature rides on the Sisseton Southern Railroad, model train and safety displays, slide shows, antiques and railroadiana. Contact: Chamber of Commerce, 203 South Main Street, Milbank, SD 57252; 605/432-6656.

STEWARTSTOWN, PENNSYLVANIA, August 13. "Photo Special" excursion from Stewartstown to Hydes via New Freedom, Pa., and return. First generation diesels, photo stops, $25 fare includes box lunch. Contact: Stewartstown Railroad, P.O. box 155, Stewartstown, PA 17363.

BRIGHTON, MICHIGAN, August 20. Peaker Services, a locomotive rebuilder, will host a "Railfans Night" including a slide show by Preston Cook. Gates open at 5pm to photograph equipment, light refreshments will be served and the program begins at 7pm. Bring folding chairs (not the lawn type). Plant is located 3 miles south of Kensington Road exit off I-96. Contact: Sam Breck, Peaker Services, Inc., 8080 Kensington Court, Brighton, MI 48116; 313/437-4174.

JACKSON, MISSOURI, August 20-21. 2nd Annual Railfan Weekend on the St. Louis, Iron Mountain & Southern tourist line featuring steam and diesel powered trains, photo runbys on each trip and a night photo session. Model train and car displays all weekend. Contact: StLIM&S, P.O. Box 244, Jackson, MO 63755; 314/243-1688.

UNION, ILLINOIS, September 3-5. "Railfan Weekend Extravaganza" at the Illinois Railway Museum with steam, diesel and electric action all three days on over 4 miles of private trackage. Heavy trolley action Saturday and heaviest steam and diesel on Sunday and Monday. Equipment includes Chicago, ITC, North Shore and South Shore traction equipment; diesel E-units, F-units, Baldwins and Fairbanks-Morse power; steam 2-10-0, 2-6-2 and Shay. All-day pass only $7 per person. Contact: Illinois Railway Museum, Box 427, Union, IL 60180 (815/923-2488). Also see IRM's ad on page 2.



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Exhibits include general office, depot, shops and rolling stock of steam-diesel-electric locomotives, antique passenger and freight cars and work equipment.

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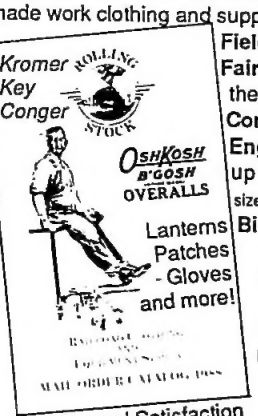

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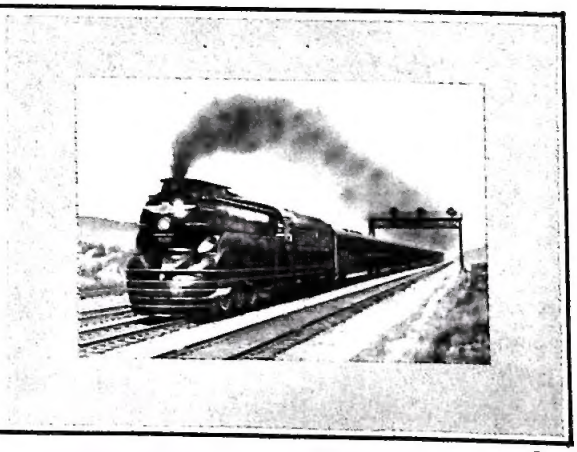

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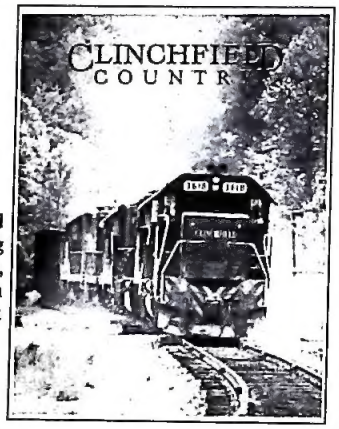

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SAN FRANCISCO, CALIFORNIA, September 3-5. Inspection tours of light rail and historic trolley operations in San Jose, Sacramento and San Francisco; visit to the Western Railway Museum at Rio Vista Junction. Contact (SASE please): Electric Railway Historical Association of Southern California, P.O. Box 24315, Los Angeles, CA 90024-0315.

INDIANAPOLIS, INDIANA, September 10. Fifth Annual Hoosier Traction Meet sponsored by Dr. Howard Blackburn and others at Howard Johnson's, Interstate 70 at Post Road, 10am-10pm. Films, slides and discussions will be presented continuously with breaks for meals. R&R columnist Professor George Smerk of Indiana University will report on current events in the industry. Fee $6. Contact: Hoosier Traction Meet, 2958 Westridge Avenue, Cincinnati, OH 45238; 513/661-0042.

CLEVELAND, OHIO, September 10-11. Former-GTW 2-8-2 4070's 70th Birthday and Steam Railfan Days on the Cuyahoga Valley Line. Saturday, excursions and a night photo session; Sunday "Special" with many photo runbys. Capacity extremely limited. 4070 also runs Saturdays through October 29, 1988, except July 2 and September 3, and certain Sundays. Contact: Cuyahoga Valley Line, Railfan Info, P.O. Box 2328, Bath, OH 44210-2328; 216/666-3714 9am-4:30pm.

MIFFLINBURG, PENNSYLVANIA, September 10-11. Short excursions behind ex-PRR GP30 in conjunction with West Shore Railroad's 2nd Annual Railroadiana Show & Sale at the Mifflinburg station. Saturday 1pm-5pm, Sunday 10am-4pm. Contact: West Shore Rail Excursions, 196 North 3rd Street, Mifflinburg, PA 17844; 717/966-9390.

SEATTLE, WASHINGTON, September 11. Four-hour trackless trolley excursions covering most of Metro's overhead trolley network in Seattle. Lunch and photo stops will be made. Departs 11am. Adult fare $4, kids and seniors $3. Contact: Metro Employees Historic Vehicle Association, c/o Metro, 821 2nd Ave, Seattle, WA 98104.

CINCINNATI, OHIO, September 16-18. The Affiliation for Baltimore & Ohio System Historical Research's 1988 National B&O Railclan Convention at the Holiday Inn adjacent to I-71. CSX yard tours, equipment displays, presentations, operating model railroads and a night photo session will be included. Prices not yet firm. Contact: AB&OSHRR, John G. King, 1510 Boulevard Drive, Belpre, OH 45714.

NORTH CONWAY, NEW HAMPSHIRE, September 17. Annual Railfans Day on the Conway Scenic Railroad. Steam and first generation diesel on passenger, mixed and freight

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TOM SAVIO

NAPA VALLEY has painted two of the four FPA4s it purchased from VIA Rail Canada (June '88 R&R, page 2). NVRR 71 was the first to be completed and is shown popping its nose into daylight on May 20, 1988, at Espee's Sacramento Shops. Sister FPA4 72 is also painted, and both should receive lettering and heralds by early July. The Napa Valley folks call the colors burgundy and "champagne." The trucks are black, and the roof is a very dark green, almost Brunswick green. The other two units are having their steam boilers removed and HEP-units installed. So far, two of the ex-D&RGW Ski Train coaches are nearing completion, and extra people are being hired to quicken the job. The NVRR management hopes to have the *Wine Train* going by late fall 1988, though some local wineries are opposed to promoting toursism. See page 28.

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Sept. 24 & 25: Railroad Motor Car Convention

trains, mail bag pickup and photo runbys on a 3.25% grade. All day pass $12. Contact (SASE please): Conway Scenic Railroad, P.O. Box 1947, North Conway, NH 03860; 603/356-5251.

RUSK, TEXAS, September 17-18. Railfan Weekend on the Texas State Railroad in cooperation with the 610 Historical Foundation. 50- mile round-trip excursions with photo runbys, freight train operation, slide show and possible night photo session. Tickets $45 before Aug. 1, $50 after. Contact: 610 Historical Foundation, P.O. Box 619, Rusk, TX 75785. Make checks payable to the 610 Historical Foundation.

INTERNATIONAL TOURS

TRAINS UNLIMITED TOURS, c/o The Travel Experience, 1430 Myers Street, Suite H, Oroville, CA 95965; 916/534-8555, is organizing the following tours conducted by noted railfan Chris Skow. Contact them for specific information.

Ecuador, Columbia, July 20-August 4. "Steam in the Andes" charters with Baldwin 2-6-0s, 2-8-0s and 2-8-2s. Runbys will include Devil's Nose switchbacks, and trains will cover entire G&Q main line in Ecuador including the Cuenca Branch. Shop tours, linesiding, cab rides, 5% grades and sugar railroads.

Argentina and Paraguay, August 14-September 4. "Deep South Railroad Adventure" with coal, oil and wood-burning power including 2-10-2s, 2-8-2s and 2-6-0s on two gauges plus an 1100-mile diesel trip on a third gauge with sleepers. Visit the old Pacific Electric equipment and the last of Alco's PA export fleet. Shop tours, linesiding, cab rides and more.

Southern Andes, October 27-November 17. Steam, diesel and electric, five charter trains, private cars, some regular trains on three gauges for over 2500 miles. Photo runbys on a chartered train up the famous Ramal C-14 line to an elevation of 12,196 ft. Locomotives include 2-10-2s, 2-8-2s, Alco diesels and ex-Pacific Electric equipment. Cab rides available.

GREAT RAILWAY JOURNEYS, P.O. Box 65, Miami, FL 33164 (phone 305/940-TRIP) is sponsoring the following tours:

Australia, July 21-August 21. Tour 17,000 k.m. of trackage of 3 gauges including 6 "outback" bush lines, museums, doodlebugs, cab rides, "mixeds," Brisbane Expo '88 Worlds Fair and more. $2988 includes all transportation and admissions, sidetrips, sleepers, hotels and most breakfasts.

India, November 10-December 12. Ride 60 trains, 4 gauges, steam, electric, diesel, locomotive rides, shop visits, trams, cog railways, galloping goose railcars and an elephant ride. $2977 includes international jets from New York, rail and land travel, sleepers, station and native hotels and train meals.

South America, October 14-November 5. 24 runs on four gauges of Chile, Argentina and Paraguay totaling 1170 k.m. Ride the "Cloud Train" twice through the Andes. Also luxury streamliners, electric trains with video bar and upper births, railferrys, subways, autotrains, nightclubs and feasts. $2777 includes international jets, rail and bus travel, sleepers, entertainment, hotels with baths and "dinner in the diner."

EUROPE RAIL 1988, Tours for people who love trains. All tours include round-trip flights, first class hotels, all breakfasts, dinners and more. Contact: Tripp Associates, Ltd., 99 Pleasant Street, Northampton, MA 01060; 800/342-4055, in Mass. 800/332-0720.

Britain, September 1988. London, York, Edinburgh, Inverness, Isle of Skye, Isle of Man and Wales. Visit seven steam railways; $2485.

Austria-Hungary, September 1988. Salzburg, Baden, Vienna, Budapest, Gyor. Visit steam in both Austria and Hungary; $2585.

DESTINATION NACOZARI, September 22-25. A long weekend in Mexico on the Nacozari Railroad. $325 includes round-trip chartered bus between Tuscon, Arizona, and the Mexican border, three nights lodging, train travel in Mexico and most meals. Contact: Let's Travel Train Tours, P.O. Box 2768, Riverside, CA 92516-2768; 714/787-8350.

YANKEE TROLLEYS OVERSEAS, October 1-9. Custom tours of Lisbon and Porto, Portugal, and Milan, Italy, to see the ex-Taunton, Mass., Brills and other antique U.S.A.-built trolleys still in service. See equipment at your own pace with self-guided tours. All first class lodging, several exclusive charter trips are planned. Ticketing allows a later return if desired. Contact: Yankee Trolleys Overseas, c/o AMF/TOM, 84214 Melrose Ave, Los Angeles, CA 90069.

RAILROADIANA MEETS

GOLDEN, COLORADO, July 9-10. 12th Annual Mile High Railfair at the Jefferson County Fairgrounds, 15200 West 6th Ave. Saturday 10am-6pm, Sunday 10am-5pm. Over 100 exhibitors. Adults $2, seniors $2.50, kids under 12 $1. Contact: Eugene G. Loftus, 1988 1455 Gillaspie Drive, Boulder, CO 80303.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations and dates. Dealer information: Sharon Armacost, 301/876-8640; sales tables $40. Admission $4, under 12 free with adult. 11am-5pm. General information: Greenberg Shows, Inc., 7568 Main Street, Sykesville, MD 21784; 301/795-7447.

Monroeville, Pennsylvania, July 16-17, Pittsburgh Expo Mart.

King of Prussia, Pennsylvania, August 13-14, Valley Forge Convention Center.

BABYLON, NEW YORK, July 17. Babylon Train Meet at the American Legion Hall, 94 Grove Place, 9am-1pm. Adults $3, kids under 12 free with adult. Contact: Ernie Knudsen, 220 Trouville Road, Coplague, NY 11726.

TRAIN TOURS INCORPORATED, 1988 schedule. All shows are Friday and Saturday 10am-9pm, Sunday noon-5pm and free admission unless noted. Contact: Steve Metro, 9641 Silk Ave., Cleveland, OH 44102; 216/631-9119.

Zanesville, Ohio, July 22-24, Colony Square Mall.

Harper Woods, Michigan, July 29-31, Eastland Center.

Heath, Ohio, August 12-14, Indian Mound Mall.

Cleveland, Ohio, August 26-28, Parma Town Mall.

Richmond Heights, Ohio, September 16-18, Richmond Mall.

West Seneca, New York, September 30-October 2, Seneca Mall.

LAWRENCEVILLE, NEW JERSEY, July 24. Rider College Train & Railroadiana Show in the Student Union Building at Rider College 10am-3pm. Adults $3, kids under 12 free. Contact: Herm Lotstein, 21-7 Potters Place, Holland, PA 18966; 215/968-7630.

HEMPSTEAD, NEW YORK, July 31. Long Island Train Meet at the Knights of Columbus Hall, 83 Greenwich Street, 9am-1pm. Adults $3, kids under 12 free with adult. Contact: Ernie Knudsen, 220 Trouville Road, Coplague, NY 11726; 516/691-7628 or 775-4801.

FAYETTEVILLE, NORTH CAROLINA, August 6-7. Eastern North Carolina Toy, Train & Hobby Show at the Cumberland County Agro-Expo Center. Saturday 9am-6pm, Sunday noon-5pm. Daily admission $3. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28025; 704/786-8373.

ELMONT, NEW YORK, August 7. St. Vincent DePaul Parish Train Meet at the St. Vincent DePaul School auditorium 10am-4pm. Adults $3.50, kids under 12 free with adult. Contact: Frank Deorio, 1510 DePaul Street, Elmont, NY 11003; 516/486-6658 or 516/352-2127.

PADUCAH, KENTUCKY, August 13. Illinois Central Historical Society's Ninth Annual Railroadiana Show & Sale at the Executive Inn Riverfront, One Executive Boulevard, 10am-4pm. Free admission. Contact (SASE please): Dave Fraser, 205 Sundown Trail, Jackson, MS 39212.

AMITYVILLE, NEW YORK, August 14. Suffolk Nationals Train Meet at American Legion Hall, 1015 Park Ave. 9am-

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1pm. Admission $3, kids under 12 free. Contact: Ernie Knudsen, 220 Trouville Road, Copiague, NY 11276; 516/691-7628.

ATLANTA, GEORGIA, August 20. Southeastern Railroadiana Collector's 11th Annual Railroadiana and Model Train Sale & Trade Show at the Georgia International Convention and Trade Center 9am-4pm. Admission $3, kids 12 and under free. Tables $20. Contact (LSSAE please): Jack Martin, 4183 Paran Pines, Atlanta, GA 30327.

FORT WAYNE, INDIANA, August 21. Train and Collectable Toy Show at The Lantern, 4420 Ardmore, 11am-4pm. Tables $9 in advance. Adults $1.50, kids under 12 free. Contact: Royce L. Hutchinson, 7112 Baer Road, Fort Wayne, IN 46809; 219/747-4485.

MIFFLINBURG, PENNSYLVANIA, August 28. 13th Annual Train Meet sponsored by the Central Pennsylvania Chapter NRHS at the West Shore Excursions station, 196 North Third Street from 9am-4pm. Adults $2.50, kids under 12 free. Contact: Central Pennsylvania Chapter NRHS, P.O. Box 145, White Deer, PA 17887.

TEMPLE, TEXAS, September 17-18. Texas Train Festival sponsored by Centra-Mod at the Frank Mayborn Convention Center. Saturday 10am-6pm; Sunday noon-6pm. Adults $2.50, 6-12 $1, kids under 6 free. Contact: Don Robbins, P.O. Box 2453, Temple, TX 76501.

WASHINGTON, IOWA, September 18. Railroad Museum Swap Meet and Open House at the Milwaukee Depot, 428 North Iowa Ave. Free admission. Museum open 2nd and 4th Sundays through October 1pm-5pm. Contact: Charles Franzen, 715 West 2nd Street, Washington, IA 52353; 319/653-2810.

HEMPSTEAD, NEW YORK, September 18. Long Island Train Meet at the Knights of Columbus Hall, 83 Greenwich Street, 9am-1pm. Adults $3, kids under 12 free with adult. Contact: Ernie Knudsen, 220 Trouville Road, Copiague, NY 11726; 516/691-7628 or 516/775-4801.

EDMONDS, WASHINGTON, September 18. Swamp Creek & Western Railroad Club's Ninth Annual Sooper Swap & Clinic Meet at the Francis Anderson Recreation Center, noon-5pm. Adults $2, kids under 12 $1. Contact: Roger H. Ferris, 211 Railroad Avenue, Edmonds, WA 98020; 206/283-0637.

RUTLAND, VERMONT, September 24. 4th Annual Rutland Railroadiana & Model Railroad Show & Sale at the Vermont State Fairgrounds; Presidents Building off U.S. Route 7. 10am-4pm, adults $2.50, kids $1, under 6 free. Contact: Karen Korpi, 43 Hemlock Road, Milton, VT 05468; 802/893-4157.

ST. LOUIS, MISSOURI, September 24. McDonnell Douglas Railroad Club Railroad Show & Swap Meet on the North County Recreation Complex, 2577 Redman Road, 10am-3pm. Free admission, tables $10 before August 1, $12 after. Contact: Bill Holmes, 1402 Langholme Drive, Florissant, MO 63031; 314/837-5664.

LONDON, ONTARIO, September 25. The London Model Railroad Group Flee Market at the C.A.W. Local 1520 Union Hall located on Highways 4 & 401. Noon-5pm, adults $2. Contact: Tom Pinches, 365 Mckeon Avenue, London, Ontario, Canada, N6C 4H4; 519/438-5912 6pm-7pm.

ALLENTOWN, PENNSYLVANIA, September 25. Railroadiana and Model Railroad Show & Sale sponsored by the Lehigh Valley Chapter NRHS at the Dieruff Senior High School on Washington and Irving Streets, 10am-4pm. Adults $2, family $3 (includes kids under 18). Contact: Paul A. Kuehner, P.O. Box 300, Laury's Station, PA 18059; 215/799-2530.

GREENVILLE, OHIO, September 25. All Trains Flea Market at the Darke County Fairgrounds, 11am-4pm. Adults $1, kids under 12 free. Tables $10. Contact: Larry Zeller, 4648 West U.S. Route 36, Piqua, OH 45356; 513/773-7186.

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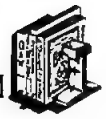

R&R Bound Volume 6

Part of the fun in this hobby is the research and occasionally going back and looking past issues of magazines. There is no easier way to keep R&R for future reference than with "bound volumes." A bound volume is a set of issues professionally bound together and trimmed into a hardcover book, similar to an encyclopedia. Thus you have an entire year of the magazine, complete with index, permanently preserved neatly in one place.

In July 1988, R&R Volume 6 (January 1986 through December 1987) will be available at $32.00 (N.J. residents please add 6% sales tax) from Carstens Publications, P.O. Box 700, Newton, NJ 07860. Please add $1.00 shipping on orders in the U.S. and $3.00 on all foreign orders. As the bound volumes are normally shipped via UPS, please include a street address, since UPS cannot deliver to a post office box.

Incidentally, we still have a limited supply of bound Volumes 2, 4 and 5 in stock at $28.00 each. Volume 6 is priced higher as it contains 14 issues versus twelve of previous volumes. This increase occurred with the shift to monthly publication last October so that all future volumes will contain the twelve issues of a calendar year.

For those who would like to keep their back issues neat but don't wish to purchase a bound volume, loose-leaf R&R binders are available at $7.00 each from the same address. Our binders hold the magazines in place with a wire, so there is no need to punch holes. Here at the office we keep one set of magazines in a binder for day-to-day work with a bound volume on the shelf for permanent reference.

What's New?

Railroading in the area between between Richmond and Norfolk, Va., and Raleigh, N.C., was visited and photographed many times by railfan Bob Yanosey during the 1960s. His record of this era has been compiled in a new full-color book entitled *Tidewater Triangle* This hardcover features 240 8½"×11" pages that give a look at Southern, C&O, Seaboard Air Line, Atlantic Coast Line, Norfolk & Western, Norfolk Southern (the *original*), Penn Central and RF&P paint schemes on first and second generation diesel power from Baldwin and Fairbanks-Morse road switchers to EMD cab units and SD45s. Of particular interest are numerous views of Richmond's RF&P/ACL Broad Street and C&O/SAL Main Street stations. The reproduction and printing are good and the whole package is well done. *Tidewater Triangle* sells for $45.00 from Morning Sun Books, Inc., 11 Sussex Court, Edison, NJ 08820.

South Platte Press has just released two new softcover titles. *Santa Fe Steam Finale in Kansas, 1952-1955*, by Lloyd Stagner, contains 48 8½"×11" horizontal format pages with over 67 black & white photos, informative text, a map and even a tabular listing of Santa Fe steam locomotives active in Kansas from 1952 through 1955. The reproduction is good on heavy paper stock. It sells for $14.45 postpaid from South Platte Press, Box 163, David City, NE 68632 (Neb. res. add 48¢ sales tax).

The second South Platte Press title is *5 Miles of Family Ties*, by J. Pete Hedgpeth. This 72-page 8½"×11" softcover presents the official history of Missouri's family-owned, 5.6-mile Rock Port, Langdon & Northern Railway. The railroad was organized in 1889 and lasted until a bridge washout in 1945. It was always steam powered, and at the end it operated a 2-4-2T and a 4-4-0 number 440. J. Pete Hedgpeth is a member of the managing family of the RPL&N, and the story is told from the memoirs his father and grandfather and records of the family business. The book contains many photos, timetables, passes, maps and paperwork reproductions, and the text provides a great

Continuing our series of **accurate**, **carefully researched** and **detailed** pictorial reviews of Canada's railways, we are pleased to announce that the following are now available.

Canadian Pacific in Manitoba (Volume Two)
by Lawrence Stuckey

This book includes coverage of The Prairie Dog, the operation of carnival trains, the "office" of a 4-6-4 Royal Hudson, Manitoba coal trains, a Royal Train and many other items. It concludes Lawrence's series on this relatively unknown part of the Canadian Pacific system.

$7.00 including postage

The Northern Alberta Railways (Volume Two)
by Colin Hatcher

Judging by the reception Colin's first volume (which is still in print) received, this will be another best seller. Areas reviewed include many of the railways' older locomotives, the building of the Alaska Highway etc.

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All the following works are available. Prices include postage.

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The Pacific Great Eastern Railway (Vols. 1-2)	T.J. Horton	**$7.00 each**
The Northern Alberta Railways (Vol. 1)	C.K. Hatcher	**$6.00 each**

Other works in the course of preparation include **The Dominion Atlantic Railway, Canadian Pacific between Calgary and Edmonton, The British Columbia Railway (Volume One)** and **Canadian National in the West (Volume Four).**
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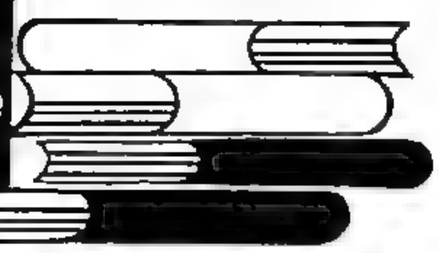

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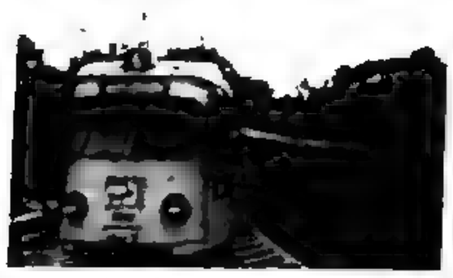

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There is a fine new book out for railroadiana collectors, *Silver at your Service*, by Arthur L. Dominy and Rudolph A. Morgenfruh. It is a 192-page 8½"×11" hardcover with over 200 full size photos of dining car flatware and patterns on knives, forks, spoons, nutcrackers and almost any silverware that ever graced a dining car table. The book is very well done and attractively laid out. It is truly the "ultimate railroad flatware guide." It sells for $32.50 plus $2.50 shipping (Cal. res. add $1.95 sales tax) from D&M Publishing, 2060 Balboa, Del Mar, CA 92014.

A longtime favorite (published since 1966) among the veteran railroadiana collectors that may not be a household word to newcomers is *Key, Lock and Lantern*, the official quarterly publication of the National Association of Railroadiana Collectors. It is a 32-page magazine dealing with all sorts of railroadiana including switch locks and keys, lanterns, fobs, emblems, heralds and even railroad marbles. (It turns out that the B&O used marbles, or glass agates, around the turn of the century to aid in handling freight. They varied in size and were placed between tracks in the floor to help slide heavy cargo from place to place inside a freight station. Volume 21, Number 3 [Spring 1988] has a feature on this little-known facet of railroading and even tells where the marbles can generally be found.) The magazine is printed on coated paper with excellent photo coverage and reproduction. It also contains a section for reader mail and classified ads. The single copy price is $4.75, and annual subscriptions are $19.00 from Key, Lock & Lantern, P.O. Box 116C, Convent Station, NJ 07961.

One of the largest 8×10 black & white photo dealers in the East is Bob Pennisi of Railroad Avenue Enterprises, well known for his "Northeast Railroad Scene" series of paperback books covering many of the pre-Conrail lines in the eastern U.S. He has been actively acquiring negative collections and has just published his 1988 Catalog listing over 4,000 photos from around the country. The prints are high quality, printed on glossy paper, and most have information on the back. They sell for $2.00 each with generous discounts for quantity. The railroad for which prints are listed are too numerous to name, but for most, photos of steam and diesel locomotives, work equipment and cabooses are given, both roster and action views. Although most subjects are vintage, there is plenty of present day railroading. The catalog also lists employee and public timetables, slide sets of vintage subjects and various other railroadiana. The catalog is $1.00 postpaid from Railroad Avenue Enterprises, P.O. Box 114, Flanders, NJ 07836-0114.

A popular softcover book of the 1970s was *Erie Lackawanna East*, by Karl Zimmermann, published as Quadrant Press Review No.3. This worthwhile and enduring book has just entered its fourth printing and is now available for the next generation of EL fans. It contains some outstanding black & white photos of the EL at its prime, complete with FAs, PAs, E and F-units, SD45s, the unique commuter trains and more. The book is relatively unchanged from the previous printings—except that the reproduction has actually gotten better. The publisher says new halftones were made for this printing. The book contains 80 8½"×11" horizontal format pages with color covers and is a bargain at $9.95 from Quadrant Press, 19 West 44th Street, New York, NY 10036; 212/819-0822.

A handy little item for railfans out along the Santa Fe is the *Santa Fe RosterCard—April 1988*, compiled and published by McMillan Publications. This little 5½"×8½" single folded card gives a complete present AT&SF diesel locomotive roster, including the most recent rebuilds and business, excursion and special service passenger cars. Also listed are the locomotives which received the red/yellow "Kodachrome" SPSF merger paint scheme as of March 1988. The card is printed on a heavy paper stock with a very slick surface for durability. It is small enough to fit into the camera bag, and railfans may find it most useful when labeling slides or photos. The card sells for $4.95 from McMillan Publications, 2921 Two Paths Drive, Woodridge, IL 60517-4512.

Although not as well known beyond his homeland as some other British railway artists, Alan Fearnley has a dramatic and lifelike style that should appeal to any railfan. Some fine examples of is work are now available in the U.S. in *The Railway Paintings of Alan Fearnley*, a beautiful 80-page 11½"×14½" hardcover featuring 29 full color renderings of British steam scenes. With a fine command of light and color, he creates a rich atmosphere in his work and demonstrates a genuine enthusiasm for the subject. Each painting is superbly reproduced in large full-page format with an appropriate white border; an intelligent discussion of the subject and technique accompanies each print. Additionally, the opening pages of the book show many of his charcoal renderings and preliminary sketches of the final works; the text is comprised of personal and interesting reflections on the paintings and their subjects. One does not need to be a fan of British steam to enjoy this exquisite book. It sells for $65.00 from David & Charles, Inc., North Pomfret, VT 05053.

Something a little off the beaten path is *Full Steam Ahead!*, by Albert Parry, Ph.D. Containing 252 5⅞"×9" pages, this book is a rather deep and detailed documentary on Peter Demens who in 1988 founded the city of St. Petersburg, Florida. Among other accomplishments, Russian-born Demens also built the Orange Belt Railway which ran between Tampa Bay and Jacksonville. The author is also Russian-born and was able to personally translate many of Mr. Demens' writings, adding greatly to information previously available. This book is deeply and completely researched and will prove valuable to historians of that area. It is available as a softcover for $17.50 postpaid and a limited number of hardcover books are offered at $32.50 postpaid from Dr. Albert Parry, 6919 Place de la Puix, St. Petersburg, FL 33707.

Calendar Call

Well, it's the time of year again when next year's calendars begin to roll in, and for the second year in a row the honor of being "first" goes to the Mountain State Railroad & Logging Historical Association and their 1989 Calendar. It is in their usual 11"×17" foldout format with a full page photo above each month. The date blocks are large

enough for short memos. We are treated to vintage views of the huge West Virginia Pulp & Paper four-truck Shay No.12 at Cass; a loaded horse-drawn log cart; a Cherry River Boom & Lumber railbus; Mower Lumber Company three-truck Shay No.1 at Cass; a small sawmill at Durbin, W.Va.; Buffalo Creek & Gauley 2-8-0 No.4; William A. Ritter Shay No.19 with a train; Ely Thomas Shay No.2; BC&G's unique railbus "B," the interior of Blue Jay Lumber Company's sawmill; Elk River Coal & Lumber Company Climax No.3 (now under restoration at Felton, Cal., for one of the Roaring Camp operations), a loaded log-flat on Cheat Mountain, two Wildell Lumber Company Shays side-by-side and a scene with a derailed Shay on its side. The reproduction is very good on coated paper, and it sells for $5.00 postpaid from Mountain State Railroad & Logging Association c/o Dr. E. Palazynski, 18628 Chickadee Lane, Gaithersburg, MD 20875.

Traction Publications **by Joe L. Diaz**

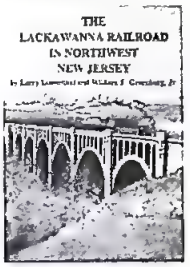
AROOSTOOK VALLEY RAILROAD, by Charles D. Heseltine and Edwin B. Robertson, subtitled "History of the Potatoland Interurban in Northern Maine," is a 70-page 5½"×8½" softcover book covering the history and operation of this small electric railway that survives today with 44-tonners. The authors outline some very early Maine railroad history and development, narrowing their focus to the Aroostook Valley, its principal promoter and construction of the railway. With 70 photographs of scenes from opening day down to the present diesel freight operation, the reader can view the operation through the years. The photos vary in size with descriptive captions, and the reproduction is generally good. Included is a very brief roster of equipment along with a few examples of timetables, etc. Unfortunately, the maps are much too small.

Despite the shortcomings of size and some details, this is an interesting volume that will be enjoyed by many at the modest price of $4.95 plus $1.00 postage from Robertson Books, 198 Saco Street, Westbrook, ME 04092.

EARLY OREGON DAYS, by Edwin D. Culp, is a 190-page softcover about the early history of Oregon and its development, focusing on the railroads and their involvement. In a 40 year career in public relations work for a major railroad, the author has collected a large amount of related material, along with over 200 photographs, the majority of which are of excellent interest to the railfan and are presented with care in reproduction. There is a vast amount of material to enjoy herein. Included are many early drawings and printed matter of all kinds directly related to both rail and water transportation and early timetables and maps along with travel and equipment brochures.

Of particular interest to the traction fan will be the coverage of the Southern Pacific's Red Electrics from Portland south through the Willamette Valley with equipment views and the construction and early operation. Additionally, there is a chapter about the Oregon Electric Railway which includes some interesting views of passenger trains and freight operations. With very little coverage of these two important operations to date, this is a plus feature in an excellent and intelligent look at the early and middle days of railroads in Oregon. It is available at $14.95 plus $1.00 postage from The Caxton Printers, Ltd., 312 Main Street, Caldwell, ID 83605.

Book Reviews



The Lackawanna Railroad in Northwest New Jersey, by Larry Lowenthal and William T. Greenberg, Jr., published by the Tri-State Railway Historical Society, P.O. Box 1217, Morristown, NJ 07960. 244 8½"×11" pages, hardcover, $39.95.

In the early 1980s, these two authors produced an excellent history book called *Iron Mine Railroads of Northern New Jersey*. It was a rich and essentially untouched area that had never been documented before. Much of the raw material had to be gleaned from family archives, museums, libraries and private collections. That book was excellently researched and written and brought out many little-known facts about the North Jersey area. While researching that book, a great deal of information surfaced relating to the area to the west—enough to fill a book. This is that book.

The Delaware, Lackawanna & Western Railroad in western New Jersey was made up of several smaller railroads which all started in the mid-1800s: the Sussex Railroad, the Warren Railroad and the Morris & Essex Railroad. These predecessor roads were started by energetic individuals that are remembered today in the names of some New Jersey towns (like James I. Blair of Blairstown and Thomas A. Edison). The lines that made up the Lackawanna led a circuitous route from Dover west to the Delaware Water Gap. Heavy traffic and operating headaches of the "Old Road" via Washington and Oxford necessitated the building of the famous "Lackawanna Cutoff" in 1911. Interestingly, the Old Road was not abandoned as a through route until the 1950s, and half of it is still in daily Conrail freight service today—while the superb Cutoff has had its track removed. The Cutoff was nearly straight, cutting through mountains and filling in valleys. In the process it created at the time of its construction the largest reinforced concrete structure in the world (Paulins Kill Viaduct) and the world's largest fill (Pequest Fill).

The book includes some fascinating photos of the Cutoff and bridge construction. Though this is not a "picture book," the photograhic coverage is impressive—while some photos may not contain a train, each is very significant and many have never previously been published. Equipment views and action shots range from Nineteenth Century 4-4-0s with trains to the Camelbacks of the early 1900s and modern steam locomotives up to Fairbanks-Morse Train Masters and Alco RS3s of the 1950s working the branch lines.

A couple of photos were quite surprising to those of us who live and work in the area covered by this book. In Carstens' hometown of Newton, we would have never expected to find a big DL&W 4-8-4 on the turntable or m.u. electrics waiting at the station (catenary didn't get within 20 miles of Newton).

The book is nicely laid out and the reproduction is good on heavy paper. The maps are

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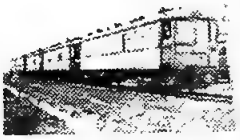

■ **THE TIME MACHINE**–Starting with brief b&w scenes from the 1920's, then a full 25 years of action in color–from pre WW II to the final day!

■ **CHICAGO**–Detailed map of the "loop". Standard trains and Liners in downtown Chicago's canyons. Many types of vintage "L" equipment.

■ **SHORE LINE**–Trains passing over Glencoe gauntlet, North Shore–C&NW grade separation, cars in orange and gray/green colors on streets and private RofW.

■ **HIGHWOOD**–Inside and outside shops and cars over the years. Car 300, MD's, wrecks, etc. Pace Linecar 606 through Ft. Sheridan and Lake Forest.

■ **SKOKIE VALLEY LINE**–The "racetrack" with freights and all types of passenger trains, including the "substitute Liner". 458 with private car "Noa".

■ **UPTON-LAKE BLUFF**–Detailed map of "Y" complex, with South Upton, South Upton Jct., Green Bay Jct., and Lake Bluff being transited by all types of trains.

■ **MUNDELEIN BRANCH**–Commuter and local trains, views of stations. Freights switching interchanges and weed sprayer train in operation.

■ **NORTH CHICAGO JCT.**–Many regular and special movements. Pettibone Yard, old Illinois Railway Museum.

■ **WAUKEGAN**–Rare scenes of 326, 351 and 500-class local cars. Hostlers dropping and adding cars from limiteds and commuters at Edison Court.

■ **MILWAUKEE DIVISION**–Many runbys and on-board shots. Freights, Liners and heavy weights flashing through the beautiful Wisconsin countryside in all seasons.

■ **MILWAUKEE**–The terminal, street running, local service, Harrison Street shops. Brief views of TMER&L interurban and street cars.

■ **FULL SOUND TRACK**–Informative and authoritative professional narration with authentic equipment sounds supplements the visual images to complete the picture.

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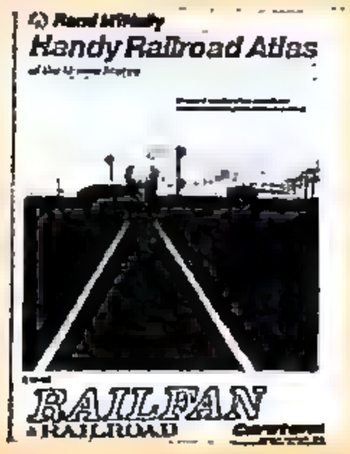

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excellent, and they compliment the text beautifully. Several appendixes at the end give equipment rosters, surveys and other pertinent information. There is also an index and bibliography.

Rarely does such an in-depth history book become so enjoyable to read. The facts are presented in a flowing manner, and the authors should be commended. After a few minutes with this book, its easy to see why northern New Jersey was so important to the DL&W. As a knowledgeable Lackawanna fan, I am definitely pleased with this book—M.D.

SANTA FE TRAILS, written and published by Robert P. Olmsted, 8280 Janes Avenue, #44A-1700, Woodridge, IL 60517, 146 8½"×11" pages, hardcover, $35.00.

This is a Robert P. Olmsted photo book at its best with 236 black & white and 18 color photos of predominantly diesel coverage with plenty of low-nosed power on Santa Fe trains. The author dug into his collection of memorable shots and came up with page after page of all sorts of old and new oddities, whether it be a quartet of Fairbanks-Morse H16-44s on a freight, one of the well-known Alco RSD15 "Alligators" or the last vestiges of big time steam.

Santa Fe Trails is divided into 15 chapters, with such headings as Cowboy Country, Most Famous F and Friend (those classic red and silver Fs and Alco PAs), Golden State Glimpse, etc.

This is a pleasant high quality picture book, and Olmsted effortlessly manages to stir distant memories in the over-40 crowd or startle the kids who grew up on GP35s with great shots of great and not-so-great examples of motive power. There's the infamous three-unit FM Erie-Built, lots of early slant-nose E's, a wonderful paced-pan shot of PA 71 at speed, U25Bs when they were brand new, Baldwin's lumbering DT6-6-2000 center-cabs, locals freights interchanging with some railroad called the GM&O and photos of "gee, weren't they just delivered yesterday" SD24s on dead lines. For heavy discussions on why the Santa Fe bought one type of motive power or another, look elsewhere, but for an excellent photo book of one of the most watched railroads in the country, look no further—DAVID C. LUSTIG.

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Videos

BY MIKE DEL VECCHIO

New Arrivals

Jim Herron has gained a great deal of recognition in the railfan video field from his first two "Glory Machines" productions, both made from vintage movie footage from around the country. His latest production is equally spectacular. **"Reflections of American Railroading 1935-1966,"** produced by Herron Rail Services, 2016 North Village Ave., Tampa, FL 33612, is a collection of footage by Dr. Howard H. Blackburn. He began filming railroading along the B&O in 1935, and the best of B&O steam and early diesel is featured with 4-6-0s, 4-6-2s, 2-8-8-0s, 2-8-0s, 2-8-2s, 0-8-0s and 2-10-2s. Dr. Blackburn paced an EA-powered B&O Presidential Special as well as several FAs and F-units. Also presented is steam action including C&NW, Milwaukee's *Hiawatha*, K4s and GG1s on the Pennsy, CB&Q's O5b 4-8-4 5632 and E-unit powered trains, Southern Railway steam and F-units, a cab ride in a New York Central J3a Hudson, big steam on the ICRR, Durham & Southern 2-10-0s, an L&N 2-8-4 on a Kentucky Derby special, CPR 4-6-2s and 4-6-4s and CNR 4-8-2s, 4-8-4s and more. The entire progam is nicely shot and well put together. The film-to-tape transfer is very good,

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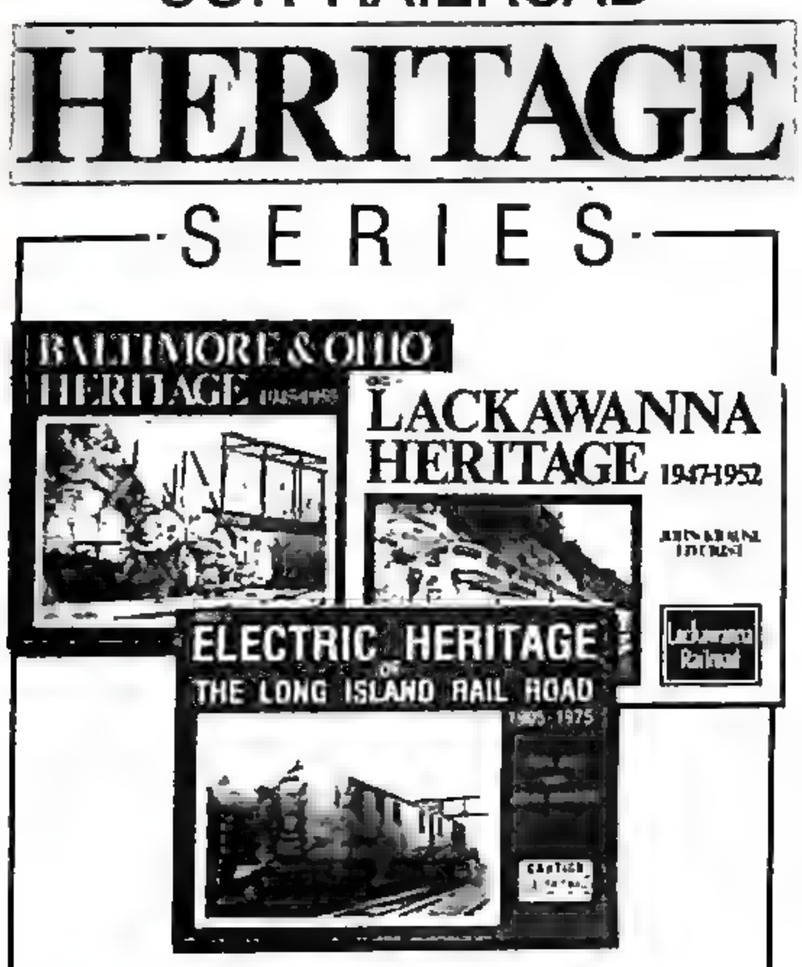

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BALTIMORE & OHIO HERITAGE, 1945-1955, by John Krause and Ed Crist, offers up a heady dose of steam from mighty 2-8-8-4s and doubleheaded 2-10-2s to dainty 4-4-2s on the old B&S. C-52 ..... $7.95

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and some sound was added. Live sound is presented in a sequence of Dick Jensen's GTW Pacific 5629. Twenty-six railroads in all are included, plus a traction segment. 78 minutes, $69.95.

While on the subject of vintage steam footage, JMJ Productions, P.O. Box 4449, Hollywood, FL 33083, has released "Chesapeake & Ohio Steam Locos." This footage was shot between 1949 and 1953 and is predominately black & white. Nontheless, the freight and passenger action is here—4-6-2s, 4-6-4s, 4-8-2s, 4-8-4s, 0-8-0s, 2-8-0s, 2-8-2s, 2-10-4s, 2-6-6-2s and 2-6-6-6s, all doing what they were built to do. The sound is dubbed, and the film-to-tape transfer is very good. 51 minutes, $39.95.

"Best of 1987," produced by Pentrex, P.O. Box 94911, Pasadena, CA 91109, continues the tradition of fine segments of railroading action from around the country. Taking place during the calendar year of 1987, the highlights include Union Pacific's 4-8-4 8444 and 4-6-6-4 3985, the 1987 NRHS Convention in Roanoke with the 1218 and 611, SP and UP Superbowl Specials, UP on Sherman Hill, C&NW action, NYS&W stack-trains, California's Operation Lifesaver, Cajon Pass and Tehachapi Loop, a look at the Freemont & Elkhorn Valley and more. This tape lives up to Pentrex's high quality standards. 120 minutes, $59.95.

"Riding the White Pass & Yukon," released by Interurban Films, P.O. Box 6444, Glendale, CA 91205, is a color documentary produced around 1950. The film traverses nearly the entire length of this narrow gauge classic from Alaska to the Yukon Territory in Canada. Back when this film was made the WP&Y hauled freight and tourists while steam locomotives were the rule. This production will become increasingly valuable since the line has reopened to haul tourists in 1988. 14 minutes, $29.95.

Feature Reviews

"Tehachapi Loop" produced by Video Rails, P.O. Box 80001, San Diego, CA 92138; 619/581-0303 or 800/262-2776. VHS or Beta, 60 minutes, $49.95.

"Never a dull moment" seems to be the theme behind this action-packed look at SP's southern California mountain district famous for its long, heavy trains running one-after-the-other with late-model EMD and GE six-motor locomotives. Paint schemes of the host railroad Southern Pacific and tenant Santa Fe range from the conventional to the "Kodachrome" colors of the stillborn merger. The beautiful Tehachapi Mountain backdrop and high desert scenery form a challenging stage for Bill Lambert and his crew, with the whole production smoothly and informatively narrated by Don Harris.

The show starts out with a cab ride from Bakersfield to the Tehachapi Loop for a quick overview of the terrain. The "loop" is put into context as the train passes over itself. Then follows a concentrated look at the nature of operations over the route, complete with still photos and graphics showing sidings, station names and specific locations.

In 1952 an earthquake rocked the Tehachapi Mountains, devastating the SP as tunnels collapsed and in some places the right-of-way shifted over 20 feet from its original location. Vintage publicity films depict the damage to the roadbed and tunnels and the magnitude of the restoration work. Many tunnels were daylighted, and much track had to be relocated. Publicity footage of a double-headed steam-powered SP passenger train is then shown rounding a freshly laid curve during the reopening period.

Back to the present: several trains are "chased" eastward to the loop to acquaint the viewer with the surrounding terrain and operations in general. The program then concentrates on the loop itself with train after train of roaring diesels, screeching flanges, howling dynamics, massive power consists and seemingly endless tonnage. Where else can you watch three segments of the same train snaking past itself in opposite directions?

From the loop, the camera crew travels east over the summit, through the town of Tehachapi and down to the desert floor at Mojave where the two railroads go their separate ways.

From the class graphics of the opener to the fast track, twisting curves and grueling 2.5%, 49-mile grade, this tape rates as one of the best in its field. The color, video quality, narration and sequencing are all masterfully done. As narrator Don Harris so aptly puts it, "Tehachapi Loop is the ultimate railroading experience"—AL DI CENSO.

"Midwest Traction Classics," produced by Interurban Films, P.O. Box 6444, Glendale, CA 91205-0444. 30 minutes, $39.95.

Celluloid traction flicks have always been my bag, but when I was asked to review "Midwest Traction Classics," I was not very enthused. To my surprise, this video is one that every "juice fan" should have in his collection. It is traction at its best, well-edited vintage footage with synchronized background music and narration. The quality of

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the film-to-video transfer is good, though some of the original material is quite old.

It covers the Indiana Railroad's *Dixie Flyer*, the Crandic (Cedar Rapids & Iowa City), Cedar Valley Road, Cedar Falls & Northern (built to steam road specifications), Charles City & Western, Mason City & Clear Lake, the unique "double pole" trolleys of Cincinnati, Cincinnati & Lake Erie, Lake Shore Electric, three generations of Shaker Heights equipment, Milwaukee's TMER&T and "Speed Rail" line, the 500-mile Twin City line, Illinois Terminal and lines in Detroit, Kansas City and St. Louis. Most of the action shots are from the 1920s through the 1940s—and, yes, if you are a Model-T fan, they can be seen puttering all over the place. Of the many scenes I liked, the 60-year-old CSS&SB line car at speed was something I have never seen in action. The line car itself is worth the price of the tape.

This particular program tape changed my thinking on videos, but there are a lot of duds out there. For the diehard traction fan this tape is a must, worth every token you put in the farebox—GEORGE D. KALLIMANIS.

"Fans, Filmakers and Steam Trains," by Hopewell Productions, 1714 Boardman-Poland Road, #15, Poland, OH 44514. VISA and MasterCard accepted, 30 minutes, $29.95.

In Pennsylvania, *it* is the Strasburg. In Colorado, *it* is the Silverton. For West Coast fans, Mecca was the Sierra Railroad, located 120 miles east of Oakland, California. After all, how many short lines can you name that not only became a tourist railroad but rostered an 1891 Rogers 4-6-0 side-by-side with Baldwin diesel switchers and had a connection with a steam-powered, narrow gauge logging railroad that also catered to tourists, topped only by its ability to roll trains from the 1870s to the present in appearance across Hollywood's silver screen? Only the Sierra.

Hopewell Productions calls their Sierra video "Fans, Filmakers and Steam Trains." Behind this uninspiring but straight forward title lies an excellent, equally straight forward production that packs outstanding value into 30 minutes of tape. One key to its success is that while it does not attempt to capture the entire spectrum of Sierra operations (lacking, for example, footage of the line's big Shay which made infrequent appearances on the Sierra), it does give a very nice overview of tourist and railfan trips as were typically performed.

The program opens with footage of a horse and buggy as it makes its way through the

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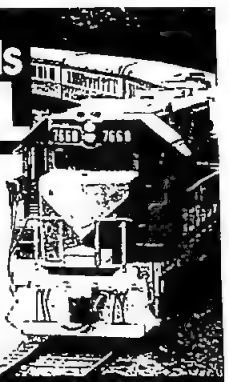

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green foothills of the Sierra Mountains in early spring. This vintage scene provides a backdrop for the narrator's capsule history of the building of the railroad and exemplifies the creativity that has gone into this tape. As we progress, an equally brief description of the development of Railtown 1897 is split by the main title. Introduced at the same time is a little banjo music, which like the narration is kept to a minimum throughout the film and does not compete with the sounds of the locomotives at work. Quickly following are some interesting views of a triple-headed fantrip using Short Line Enterprises 1888 Cook 4-4-0 (ex-Dardenelle & Russellville), Sierra 2-8-0 28 (Baldwin 1922) and 2-8-2 34 (Baldwin 1925).

Next we enter the Jamestown roundhouse for a nice variety of clips showing 28 being readied for a day of powering the *Mother Lode Cannonball*, followed by a trip up to Fassler. Next the tape has us aboard a 1979 fantrip using the 4-4-0 and the Ten-Wheeler. Here, the camera roams from ground level to cab roof and tender deck, providing just about every camera angle a viewer might want. This morning-to-dusk run takes us to the Cooperstown wye, where the train is split up and the 4-4-0 takes a "period" train on a photo run while the 4-6-0 is turned and serviced. On the return, we meet the Oakdale-bound *Supper Chief* dinner train with our run ending as we take the siding and the dinner train holds the main.

Next, we examine Hollywood's involvement with the railroad. Hopewell was able to shoot footage during the filming of "The Long Riders," "Belle Star" and "Little House on the Prairie." Again, the selection used for this segment is representative of the thought that has gone into this entire program. Not only do these titles represent the three major types of production shot on the Sierra (feature film, television movie and series), but the behind-the-scenes activity is also well documented. The details are all there, from the sound man's cry of "rollin' tape" and the snap of the marker to the crane work and various camera mountings on the equipment to the actions of the stunt men and actors themselves. Especially interesting is the animal handler walking up to steady a team of horses pulling a wagon that has been stopped on the track before the oncoming steamer. Unlike occasional humans, horses know they do not belong on a grade crossing.

Throughout, the cinematography is good to excellent, giving the viewer an example of why fans flocked to the Sierra. Missing from the footage, however, is what any regular to Sierra operations came to take for granted: the long lines of cars that clogged parallel Highway 108 and the clusters of railfans at every hill and curve. This also was part of the beauty and charm of the Sierra. The little railroad could be inundated with enthusiasts and one could still get a pastoral shot that looked all the world as though the photographer was alone.

If you shoot your own video, this is an excellent tape to watch from a production standpoint. Length of scenes, mix of details, timing, lighting and overall quality of footage can be used as a basis of comparison for your own shooting and editing. Also, note that a minimum of special effects have been used. With the exception of a few dissolves there are only straight cuts, fades and a character generator for the titles. No wipes, no split screens and no ADO work—just careful editing. Coupled with its 30 minutes running time, the editing quality has another benefit. It results in a railroad film you can show to your non-railfan friends to give them an insight into your hobby while entertaining them as well. On the other hand, the half hour length can also be a criticism, for those who knew the Sierra intimately may find it a little short and be forced to dig into their slide and home movie files to fill the void. I, for one, will take it as is and fill the gaps with my memories—JACK NEVILLE.

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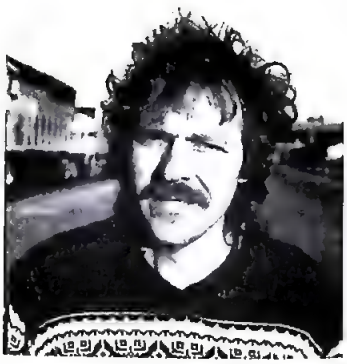

Ken Rattenne

The author of the article on Roaring Camp did a pretty good job of preparing his autobiography, so we'll use his own words:

"I was born in San Francisco in 1949 (July 23 for those of you serious about cards and

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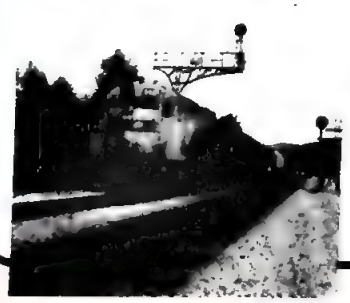

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presents) and have lived in the Bay Area all of my life. When people ask me why I like trains I say, 'I don't know, maybe I was an engineer in a past life, eh?' Seriously, though, I have always had an attraction to trains. My grandfather worked for the Milwaukee Road in Sioux City, Iowa, and I remember him showing me around the roundhouse there in the early '50s. In the Bay Area I have vague memories of rides on SP commute trains pulled by Pacifics and of meeting relatives in San Jose who came in on the *Coast Daylight*.

"I didn't start photographing the prototype, however, until 1971, when I stumbled on SP's San Jose roundhouse while riding a bike one day. I was hooked. While touring in a rock 'n roll band in 1974 I worked out of Denver, becoming acquainted with the BN, D&RGW, C&S and UP (remember, northern California didn't have the UP until 1982). That was great year!

"Back in California, I kept up on my local railroad, Espee, but fell in love with the Western Pacific. I started shooting black & white in 1976 and had my first photo published in *Pacific News* the next year. In fact, it was of the RC&BT. I currently shoot with a pair of Nikon FM2s, plus a Nikkormat FT2 and a Mamiyaflex twin-lens reflex (b&w only).

"I have had my photo byline in most of the railfan magazines around and began writing articles in 1983. I have since been published several times. In 1984 I published a b&w calendar featuring the Western Pacific. That project led to my writing a book on the WP, *The Feather River Route*, to be published sometime later this year.

"Currently, I am the Amtrak and Steam column editor(s) for *CTC Board* magazine. Don't get the wrong idea though, I am not a professional railfan; I work during the week as a senior programmer/analyst for Triad Systems in Livermore. I also have a freelance photography business, doing product shots and model portfolios, among other things.

"Recently, I moved to Modesto, in the Central Valley, and my 50-mile commute to Livermore every day takes me past the Tidewater Southern, SP's Valley main line, Tracy-Lathrop and Moccoco lines, then over Altamont Pass and the UP. I always keep a camera with me and have been rewarded many times. At lunch I'll drive to downtown Livermore and catch UP's techno-toasters (GE Dash-8 40Cs for you outlanders) on the double-stacks rolling west to Oakland.

"Recently, I have slowed down my shooting pace, taking more time to write and print past efforts in the darkroom. I helps put today's railroading in perspective." ⊂

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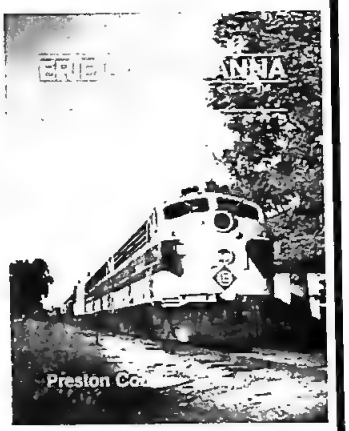

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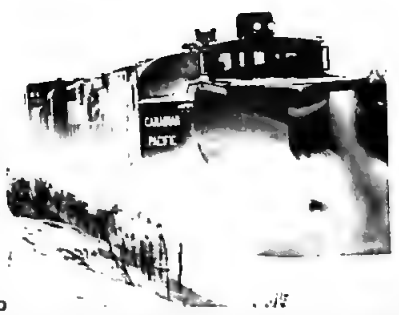

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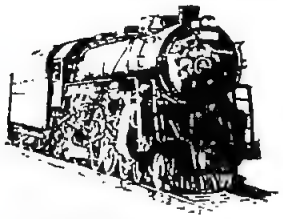

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Horsecars for

Indianapolis, Indiana, is fast becoming a world class city. One thing missing, however, is a street railway or a rapid transit system. There is no need to worry. Soon there will be a street railway at the new Indianapolis zoo which is being built as part of the new White River Park that runs along the west side of downtown Indianapolis.

What is really intriguing is that the streetcars are the first new full-scale horsecars—yes, horsecars—built to the original design in nearly a century. The builder is Gales Creek Enterprises of Oregon, Ltd. (HCR 71, Box 1318, Forest Grove (Glenwood), OR 97116; 503/640-1434 or 648-8442). Late in 1987 the cars were on display in Portland under the giant Christmas tree in Pioneer Courthouse Square.

Gales Creek Enterprises hand built the cars of steel, eastern white oak, northwestern Douglas fir, Honduras mahogany and canvas, glass, brass and leather. The trucks under the cars were imported from Portugal where they were produced from an American design, probably Brill. The trams are near replicas of the "Woodruff cars" that operated in the streets of Indianapolis during the 1880s. They ran along Washington Street to the suburban area of Woodruff and were pulled by teams of mules. The new horsecars are 23' 9" long, 8' 2" wide with the running boards lowered, and 10' 6" high. Their weight is slightly over four tons.

The Gales Creek folks are involved in the rehabilitation, restoration and replication of streetcars. As a resident of the Hoosier Holyland, I am delighted that these works of Oregon craftsmanship will soon by plying the zoo in downtown Indianapolis. Now let's see, maybe an Indiana Railroad lightweight to carry passengers between Union Station and White River Park. Hmmmm. . . .

Denver light rail alignment

The Denver Transit Construction Authority, or TCA, held a series of hearings on February 23, 1988. The main purpose of the hearings was to select the alignment of the light rapid transit system and the station locations for the Southeast Corridor system. The alignment generally follows Interstate 25 from Lincoln Avenue in the south to Broadway. The corridor then follows a railroad alignment before turning northeast through Auraria to the center of downtown Denver. The station sites that have been selected on a preliminary basis are near Lincoln Avenue, County Line Road, Arapahoe Road, Belleview Avenue, Hampden Avenue, Colorado Boulevard, University Boulevard, Broadway, Auraria and four downtown stations along California and Stout Streets.

Under the terms that were authorized by the Colorado General Assembly, there is an assessment of up to $2.00 per month per non-government employee in the TCA service area. This amount is payable by employers in the TCA service area beginning April 1, 1988. The service area was defined by the Colorado legislature as within one-half mile of the guideway or one mile of the station, whichever is greater. The funds expected from the per-employee assessment will support somewhat less than half of the TCA's $4.8 million budget for the first year. Private sources will supply the remainder along with some anticipated federal funds. If there is interest on the part of readers in getting some more information, contact Transit Construction Authority, 7887 East Belleview Ave., Suite 1100, Englewood, CO 80111. Thanks to Dave Herbaly for the information.

The Strafford station

Many of the older suburban commuter railroad stations are architectural gems, and none more so than the Strafford station along the former Pennsylvania Railroad main line between Philadelphia and Paoli, Pennsylvania. The ornate building was originally built for the American centennial celebration in Philadelphia in 1876. It was later moved to its present site.

Forty years ago I used to spend happy Saturday afternoons on the platform at Strafford watching the wonders of the electrified Pennsy main line. I got there by means of the Strafford local cars of the old Philadelphia & Western. The P&W paralleled the main line for some distance out from 69th Street Terminal and then looped gracefully across Lancaster Pike and into a platform at the PRR station.

Now the property of the Southeastern Pennsylvania Transportation Authority (SEPTA), the Strafford station is to be restored and is to be the prototype for the restoration of all the main line stations along the route of the Paoli local. Mr. Mark R. Bohrer is the architect in charge of the project for the firm Architectural Concepts. He is trying to locate photographs, drawings and other information to help in documenting the structure. Architectural Concepts would, of course, be willing to compensate the owner of these materials for any reasonable reproduction costs. If you have such information, please contact Mr. Bohrer at Architectural Concepts, StoneBank Professional Center, Suite 200, 967 East Swedesford Road, Exton, PA 19341. His telephone number is 215/647-4325.

Light Rail in Baltimore's future

The idea for a light rail line running from Hunt Valley in the suburbs north of Baltimore to Glen Burnie in the south suburbs, and eventually further south to Annapolis, has been discussed for two or three years. The Mass Transit Administration in Maryland completed a study in December 1987 that calls the project "eminently feasible." To the south of the center city, the line would run from Camden yards (which is to be the site of major stadia to be built in the near future) along the old Baltimore & Annapolis Railroad. A 2½-mile branch from this line would serve the Baltimore-Washington Inter-

BY GEORGE M. SMERK

Indianapolis

national Airport. South of Glen Burnie there is a choice of routes, including the use of the old Baltimore & Annapolis right-of-way which is now in the process of being converted into a bike pathway.

From Camden Yards the line would run north with the light rail cars operating on Howard Street. There is already a transit mall on that street which would be extended somewhat if the light rail line is built. After operating on Howard Street to a point near the state office complex near Mount Royal Avenue, the light rail line would drop down to the Jones Falls Valley and then following the Northern Central railway right-of-way along the Jones Falls Expressway, run north past Lake Roland and through Ruxton and Lutherville and on to Hunt Valley.

The project is expected to cost about $290 million. As always, the funding for such a project is a matter of substantial concern. This time it appears that the Maryland Transportation Agency is flush with money, thanks to an increase in registration fees and a 5¢-per-gallon increase in fuel tax this last year. In Maryland most transportation funds are lumped together rather than being earmarked for a specific purpose or bound to the mode from which they came. Governor William Donald Schaefer would like to see the light rail project to get started in 1988 with at least some of the system up and running by 1991. If it is kept as a relatively simple system, it is probably quite doable. A key to the reasonable cost, about $17 million a mile, is that there is extensive use of existing rights-of-way. The state could also fund just about the whole project by itself, although it is considering applying to the Urban Mass Transportation Administration for money to purchase the light rail cars.

The Baltimore-Washington area is growing substantially, and the push toward rail transit as a way of heading off gridlock is overdue. Maryland is looking ahead for the next half dozen years. It is no secret that both the state and Montgomery County are looking at light rail options to serve the county's Washington suburbs. Another option in Anne Arundel County would be a light rail linkup between Annapolis and the New Carrollton rapid transit station. Meanwhile, the extension of the Baltimore subway from its current downtown terminus at Charles Center on to Johns Hopkins Hospital should be under way in the next few years. The Owing Mills heavy rapid transit line might be extended further north and west to Westminster, and some thought is being given to a light rail line in the I-95 median strip between Baltimore and Washington.

There is no doubt that many of the most exciting things in railroading today are happening in rail transit. Thanks to Marion J. Zych, Jr., and Mark Sublette for the information.

Progress on L.A. projects

After years of diddling and delay, trying to get the funding put together, Los Angeles is now making serious progress toward building a large and strong rail system. One

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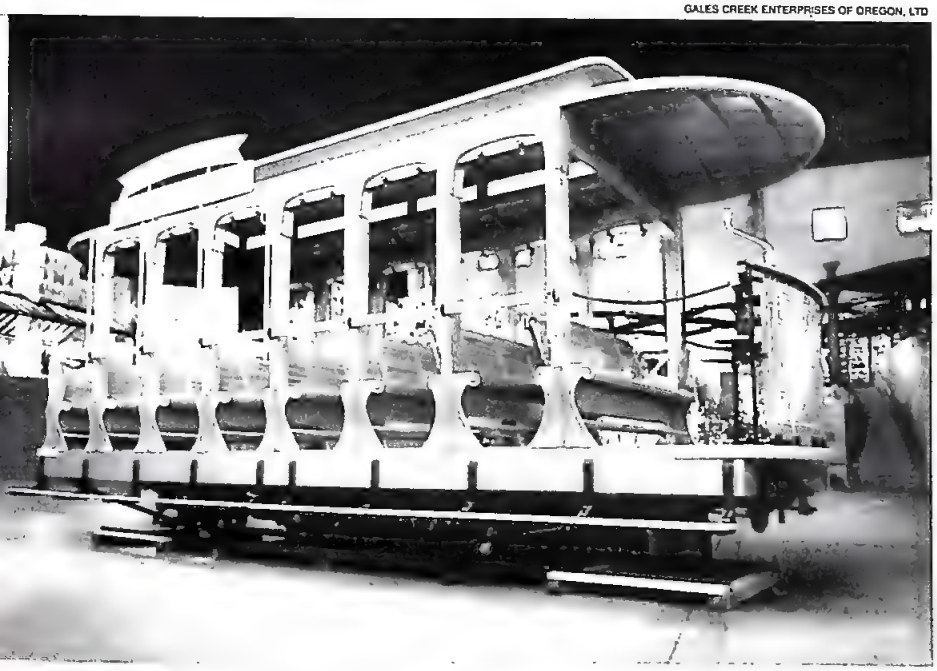

FROM OREGON TO INDIANA: Rail transit is returning to Indianapolis in the form of horsecars for the new Indianapolis zoo at White River Park. Based on the 1880s design of the old Indy "Woodruff" cars, the new cars were built from scratch by Gales Creek Enterprises of Oregon, Ltd., and this completed car was on display in Portland's Pioneer Courthouse Square during Christmas 1987.

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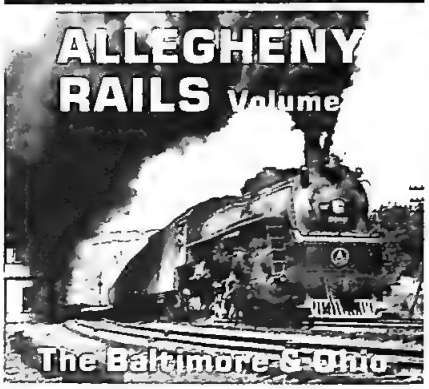

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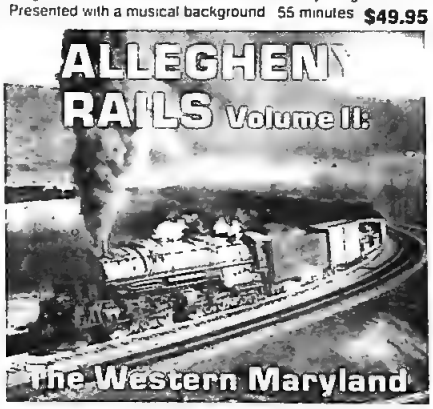

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Transit Currents

grieves over the mistakes of the past. I have talked with some folks about the Los Angeles transit situation and the expensive folly of letting the regional rail system that was the Pacific Electric die; several commented by using the saying "God forgives sins, but stupidity is forever." Even so, go out to Wilshire Boulevard and Alvarado Street and see the massive square shaft several stories deep that has been dug; look down and see the huge tunneling machine digging its way toward Flower Street in the financial district of downtown Los Angeles. In downtown, the pavement on Hill and Seventh streets is torn up and excavations are beginning. Construction is also taking place in the north end of Long Beach where the track bed for the Long Beach light rail line is being prepared.

Having overcome local opposition and raised local funding, the problem for Los Angeles was to get federal aid from a hostile Reagan administration. After the administration's defeat by congressional override of the president's veto of the highway and transit bill in early 1987, reasonably decent levels of federal funding seem assured. Moreover, there are no other major new transit projects under way at the present time, so Los Angeles does not have to compete for huge amounts of federal funds. This will change over the years as projects in St. Louis, Minneapolis-St. Paul and some other spots take shape and begin the building phase.

Looking out to 1993 or '94, Los Angeles expects to have completed the first four miles of the Metrorail subway from Union Station to MacArthur Park; the price tag is $1.25 billion. For $695 million the 22-mile Los Angeles to Long Beach light rail line should be completed, and the 21-mile Norwalk to El Segundo light rail line in the Century Freeway should be brought in for a price tag of about $390 million. By the late 1990s it is expected that the Metrorail line out Wilshire Boulevard will be extended a further eleven miles toward Hollywood and Van Nuys. Ten to 15 more miles of light rail line with a budget of from $500 to $800 million will probably have been built by that time across the San Fernando Valley, northeast from downtown into Lincoln Heights, or north of the Los Angeles International Airport. In the longer run, the Metrorail heavy rapid transit line is likely to be extended toward Santa Monica to the west, and Metrorail may well be extended along the Santa Ana Freeway toward Orange County.

Despite progress, there are still some things that stymie the Los Angeles County Transportation Commission and the Southern California Rapid Transit District. Where to put the extension of the Metrorail line west along Wilshire in the Fairfax area, where there are problems of underground natural gas pockets, has not yet been settled. Recording and broadcast studios along Sunset Boulevard are unhappy about possible noise and vibration that would harm their operations if rapid transit is extended along that thoroughfare.

With the advantage of 20/20 hindsight, it is clear that Los Angeles should have developed much of what it already had. The Pacific Electric could have been slowly but surely upgraded into the best regional rail system in the nation. Grade separation, rationalization of the system, tunnels and line relocation would have been wise and farsighted efforts to undertake beginning in the 1930s. Whether or not stupidity is forever may be debatable, but the consequences of poor policies and decisions in the past can be extremely expensive to overcome later on. The price tag for the rail construction in Los Angeles is very high. Thanks to Martin Gomber for the information.

PLEASE SEND traction news and correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 809 E. 9th St., Bloomington, IN 47405.

Flashes

The Southeastern Pennsylvania Transportation Authority reports that the **NORRISTOWN** Transportation Center is moving ahead according to schedule and by the middle of February 1988 was about 50% done. The heart of the new center will be a platform and terminal for the Norristown to Upper Darby high speed line, which is SEPTA's Route 100. On the ground level will be an offstreet transfer point for the bus routes in the area. Thanks to Ernest Naile for the information.

The **TORONTO** Transit Commission took delivery of 38 new H6 subway cars by the end of 1987. This is the first installment of an order for 126 cars. It is expected that the remainder of the new subway cars will be delivered, accepted and put into service throughout 1988. The TTC also inaugurated a new computerized telephone information service. Each of the system's 9000 surface stops is assigned its own unique telephone number. Intending riders may call ahead to the stop of their choice and receive computer-generated schedule information for that route. It is expected that the new system will handle up to 10,000,000 requests annually.

The **SCARBOROUGH** Advance Light Transit line is still getting bad marks for excessive noise. A Toronto counselor, Richard Gilbert, asked TTC in late 1987 to consider converting the line into a regular light rapid transit line. In a report of January 1988, the

Railfanning is:

Remembering when you ignored Santa Fe red warbonnet F-units because they were "too common" when you were looking for E-units on No.12 or PAs on the *Grand Canyon*.

TTC concluded that it would cost hundreds of millions of dollars and take years of work to convert the Scarborough line into a subway or streetcar line. The line is expensive as well as noisy: Figures from 1986 show a subsidy of 38¢ for every Scarborough line rider, compared with an 8¢-per-rider subsidy on the subway and a 20¢-per-rider subsidy for the TTC as a whole. The Scarborough line will shut down for two months in the summer of 1988 while the turning loop at Kennedy Station is replaced by a crossover so that the cars can cross from one track to another, reversing direction without having to make a complete circle. The loop has been blamed for one minor derailment in normal operation as well as extensive wear and tear on wheels and rails.

The DALLAS Rapid Transit governing board, called the DART board, is trying to figure out how wide the cars should be for its light rapid transit line that has been so slow in getting under way. As of February, the board was still undecided whether to get narrow articulated cars, wide articulated cars, narrow nonarticulated cars or wide nonarticulated cars. Thanks to Tom Ruffin for sending information that really gets to the seat of the matter.

T.R. Winter sent some information about the SEATTLE bus tunnel. The tunnel is supposed to provide sufficient capacity for the Metro system through the first decade of the 21st Century. That is roughly about the time when a light rail system will be constructed if it proves to be necessary; with the rapid population growth of the Seattle area, the light rail line probably will be constructed. Only electric buses or dual-powered diesel-and-electric vehicles will use the tunnel. Buses approaching downtown Seattle form the north or east via State Route 520 will enter the tunnel near the Convention Center station near Ninth Avenue and Pine Street. Buses approaching from the south or east by Interstate 90 will enter the tunnel at the International District station next to Union Station near Fifth Avenue South and South Jackson Street. Those interested in more information should contact Seattle Metro and ask for the brochure entitled *Shedding Some Light on Metro's Tunnel*. The address is Metro, 821 Second Ave., M.S. 125, Seattle, WA 98104-1598.

Mayor Tom Bradley of Los Angeles wants the folks in the SAN FERNANDO VALLEY to take a vote on exactly where they want the light rail line to be located. The mayor suggested the referendum be on the June 7 ballot. There is some opposition to the idea of light rail in the vicinity. It seems that people always want some transportation improvement but they don't want it in their front yards. The mayor wants the voters in the Valley to answer two questions in the ballot. The first is whether or not they want a light rail system, and, secondly, to name their first choice among five alternatives. Thanks to Martin Gombert for the information.

Norton D. Clark writes from Boston that the MBTA is beginning to junk the Boeing light rail vehicles after only about ten years of service; this is an awfully short life for a trolley.

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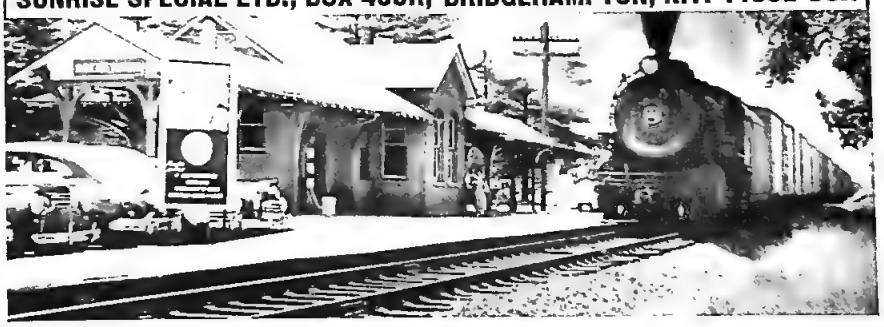

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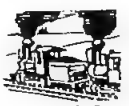

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Railnews

FRISCO 4-8-2 1522 Nearly three years of work and dedication resulted in the successful first runs of the National Museum of Transport's Frisco 1522, the only 4-8-2 presently operating in the United States. Its first public outing was a celebration at the St. Louis Union Station on May 7, 1988. To get from the museum site to Union Station, the 1522 was ferried under steam in a 60-car, 2700-ton Union Pacific (Missouri Pacific) local behind two GP15s. The move was not without incident; one of the diesels shut down and the train could not get over the road without the help of the 1522, which reportedly got a spectacular workout. Once downtown, 1522 backed two miles to Union Station from Grand Avenue interlocking.

After a traditional champagne-over-the-coupler christening by Susan McNary, the wife of a St. Louis County Executive Gene McNary, the 1522 ran several trips from Union Station, a half-mile east to the Amtrak station, south to Amtrak's wye and back to Union Station. Behind the 1522 were a few local private cars. The 4-8-2 will remain on display at St. Louis Union Station until it is chartered elsewhere for excursions. As of mid-June, no firm commitments on excursions have been made, although the St. Louis Steam Train Association, lessors and restorers of the 1522 (owned by the National Museum of Transport), is aggressively seeking trip sponsors and has several possibilities for excursions tentatively lined up. The 1522 will be present at the Annual Private Car Convention to be held in St. Louis September 16 through 18.

Excursions had been planned and publicized with the 1522 and a passenger train leased from the Fort Wayne Railroad Historical Society, operators of NKP 2-8-4 765, to run from St. Louis to Centralia, Mo., and return on May 28, a one-way jaunt from St. Louis to Kansas City on June 4, two Kansas City to Moberly, Mo., trips on June 11 and 12, and a ferry-move back to St. Louis on June 18. After the prices came in, the Kansas City group didn't feel they could successfully market the trip in the time available. A major factor in pricing all of the trips was the cost of deadheading a passenger train from Fort Wayne to St. Louis. The St. Louis trip was nearly sold to capacity, but all four excursions needed to be successful to offset the price of the coaches. Therefore, when Kansas City backed out, all of the trips had to be canceled. The SLSTA remains confident and should have no trouble finding future sponsors for the 4-8-2.

Nearly 32 months of volunteer work went into making the 1522 serviceable, and Project Chairman Patrick Cravens is proud of the people and of the work. The locomotive has a few "gadgets" added to simplify its operation. It is equipped with a modern 26L brake system for ease of repairs (and availability of replacement parts) and extra-board engineer compatibility. Three microprocessors were installed to monitor bearing temperatures at key points on the locomotive, and extra lubricators were added to many of the lead truck, trailing truck and main bearings. It also has a "diesel box" m.u. system for controlling trailing diesels from the 1522's cab. The restoration is all "first class."

THE BERGOO & WESTERN In the heart of West Virginia in the valley west of Cass, 25 miles of the former Western Maryland line to Bergoo and Webster Springs has been taken over by the Bergoo & Western Railroad, operated by the Elk River Sewell Coal Company, a subsidiary of Westmoreland Coal. The line was purchased from CSX in 1986, and today the B&W operates about 3½ miles of the line west of Bergoo to serve four coal mines. Two mothballed GP9s (C&O 6098 and 6170) were obtained in late 1985 from CSX and repainted in a C&O-like enchantment blue and yellow. Since 1986, the B&W handled approximately 70 80-car loaded coal trains per year along this trackage—KENNETH AND RUTH COBB.

THE SIERRA RETURNS Having been dormant for the last two seasons, California's Railtown 1897 State Historic Park, which intermittently for the past several years has been operating steam trains on the Sierra Railroad, will be operating in 1988 with new General Manager Larry Ingold in charge. The roundhouse and yard at Jamestown are owned by the State of California, and trains are run on the common carrier Sierra Railroad. Railtown 1897 will operate four trains per day on weekends and holidays only. Presently, either 4-6-0 No.3, 2-8-0 No.28 or three-truck Shay No.2 are hauling trains on a seven-mile round trip from the Jamestown park site to Lime Spur and return. Also at Jamestown on display is privately-owned 2-8-2 34. As in previous years, roundhouse tours are available.

The 1988 season began on the weekend of May 14, and visitors were treated to a doubleheader with the 3 and the 28. It seems Hollywood has also rediscovered Railtown, as a portion of the pilot for the TV series "Paradise" was filmed there. Over 100 major television shows and feature movies have been filmed at Jamestown with the Sierra equipment.

UNION PACIFIC 4-8-4 8444 UP's "Legend in Gray" will be seen in public only a couple of times in 1988. Its first appearance was Denver's "Transportation Week" in which 8444 and Centennial 6936 were on display with other equipment at Union Station between May 14 and 22. The 4-8-4 was worked live both ways between Cheyenne and Denver. The 8444's only other confirmed appearance will be at Omaha's River City Round-Up (September 20-21) with ferry moves from and to Cheyenne. The Intermountain Chapter NRHS fall Sherman Hill excursion will likely use 4-6-6-4 3985 and a diesel between Denver and Speer. The inability to turn the 8444 on the Laramie wye (which 3985 can negotiate) is the primary reason for the UP preferring the 4-6-6-4 for the trip.

L&N 4-6-2 152 Kentucky Railway Museum's excursion schedule for its L&N light Pacific 152 got under way in May with several trips in northern Kentucky, including one on the old L&N main line from Latonia (Cincinnati) to Winchester on May 14 for the Cincinnati Chapter NRHS. The next two weeks were then spent on the Transkentucky Transportation Railroad, Inc., with both public and charter trips. The most notable railfan event was Greg Scholl's chartered photographers' special from Paris to Maysville with a matching L&N consist, no canteen and no diesel. We will have feature coverage of that trip in the August '88 R&R.

KRM's Monon BL2 32 suffered an electrical fire last fall, and the necessary rewiring will take a good part of this season. In immediate need of a booster for the 152, KRM acquired CF7 2546 (rebuilt from Santa Fe F7A 229L in November 1973) from the Indiana Railroad. This unit, still in Santa Fe livery, was ready for the spring trips.

SOUTHERN GREEN AND GOLD Norfolk Southern announced in their 1988 Steam Excursion Schedule that "due to extensive maintenance requirements, NS is no longer operating the Southern Railway FP7 steamlined diesel locomotives." Almost immediately, all four were up for sale. The New Georgia Railroad of Atlanta purchased FP7s 3498 and 3499. The 3496 and 3497 were still stored in Roanoke in May. It has been reported that a condition of the sale of all four units is that they will stay in SR livery for the time being and be available for use by NS if needed.

The cabs were fired up for the first time on the New Georgia Railroad on April 22. Plans are to use them quite a bit in 1988. On May 14 the New Georgia ran an NS excursion from Atlanta, 60 miles south to Barnesville, then down a 17-mile ex-CofG branch to Thomaston, Ga., and return.

The New Georgia Railroad is also the proud recipient of New Jersey Transit E8A 4251 (ex-NYC 4084). It also was made serviceable rather quickly and will see occasional use in 1988. Although nothing has been said officially, it would be logical to paint it to match their former-Southern E8 6901 in their modified Central of Georgia livery. E-unit fans will be glad to know that the "traffic light" (see July '86 R&R, page 2) has been removed from the cab roof of 6901.

Former S&A 4-6-2 750 is presently undergoing its annual boiler inspection and should be back in service by late July. Also, the Atlanta & West Point 4-6-2 290 restoration is making steady progress with an expected steam-up late this fall.

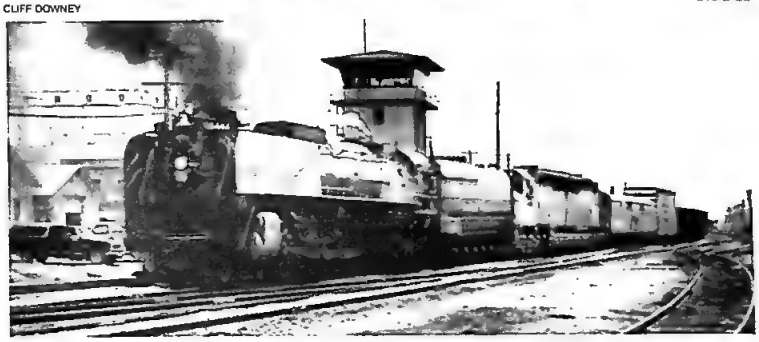
Work is continuing on a one-mile spur into Stone Mountain Park from CSX's former-Georgia Railroad line. This will enable NGA trains to enter the now-isolated circle of tourist track around the base of Stone Mountain. Completion is expected in late July. Presently, NGA trains run only to Stone Mountain Village.

The New Georgia operates three trains per day most Saturdays year-around on an 18-mile loop of CSX lines through Atlanta with

C.A. CASE

FRISCO 4-8-2 1522 is giving two UP GP15s an emphatic hand with this 60-car, 2700-ton local storming through Webster Groves, Mo., on May 4, 1988, bound for St. Louis Union Station for her debut that weekend. One of the diesels had shut down along the way, and 1522's sanders show that America's only operating 4-8-2 is really digging in on the grade.

CLIFF DOWNEY



UNION PACIFIC 4-8-4 8444 and DDA40X 6936 are shown on May 14, 1988, passing 36th Street tower in Denver heading for display at the "Transportation Week" celebration at Union Station May 14 through 22.

THE SIERRA RETURNS to the tourist train business in 1988. The May 14 opening day festivities included this doubleheader with 4-6-0 No.3 and 2-8-0 No.28 in perfect weather.

DON MARENZI

L&N 4-6-2 152 is shown making a movie run at Ryland, Ky., on May 14, 1988, during a Latonia to Winchester, Ky., fantrip. The 14-car train required the help of CF7 2546, recently acquired from the Indiana Railroad.

GREG WHITAKER

KENNETH AND RUTH COBB

THE BERGOO & WESTERN has painted its former-C&O GP9s 6098 and 6170 in enchantment blue and yellow. They are shown at Bergoo, W.Va., in May 1988. The railroad serves four coal mines on former-WM trackage.

monthly trips to Stone Mountain Village. On May 21, 1988, there was a rare occurrence as the New Georgia ran both a Stone Mountain train (with the SR FP7s) and a Loop train (with the E8). Also that day was the CSX employees picnic at the old Georgia Road freight station at "Zero Milepost" in downtown Atlanta. CSX Road Foreman of Engines Preston Claytor arranged for the FP7s and the E8 from the New Georgia trains to move to the former-Georgia Road Hulsey Yard where they joined CSX F7A/F7B 116/117 laying over from a RoadRailer train. The five locomotives were lined up for a small audience of railfans in a classic side-by-side pose right out of a 1952 EMD catalog.

THE CLINCHFIELD Fs Since CSX Transportation put the famous Clinchfield F-units into Atlanta-Detroit RoadRailer service, the 116 has been involved in three major "incidents." As reported in our June '88 issue, on its first southbound run out of Detroit on March 23, the 116 was hit by an automobile at a grade crossing in Fairfield, Ohio, resulting in one fatality. On May 14, the complete A-B-B-A set was on a Livonia-Holland, Michigan, "Tulip Festival" trip for the Bluewater Michigan Chapter NRHS when it hit a car at 50 m.p.h. in Sunfield, 20 miles west of Lansing. The three 16-year-olds in the car were killed. The crossing was protected by automatic signals and bells. Six people on the train received minor injuries. Also, upon the emergency brake application, the train parted about two-thirds from the head end. Both sections stopped about four carlengths apart. The train was delayed nearly four hours while bent metal repairs had to be made to the lead locomotive, F7 116.

On Sunday, May 29, the 116 was leading a RoadRailer (which had departed Cincinnati at 8:37 a.m.) south out of Winchester, Kentucky. Somewhere north of the bridge over the Kentucky River at Boonesboro State Park, a trailer near the head end derailed. Since the air hoses did not part, the train apparently dragged the derailed cars several miles. When the train reached the deck girder approach spans of the through truss bridge over the Kentucky River at m.p. 108, the already derailed cars staggered and fell to the ground 30 feet below. The locomotives, of course, did not derail.

Hopefully, trouble only comes in threes, and the 116 can go back to leading a properly productive life.

NAPA VALLEY As the railfan community anxiously awaits the first runs of the *Wine Train*, progress moves slow but sure. By early June, two of the four ex-VIA/CN FPA4s were painted in a burgundy and "champagne" with black trucks and a very dark green, almost "Brunswick green," roof (see page 11). The second pair is having their boilers replaced with HEP units and will be painted later. So far, two of the vintage Rio Grande "Ski Train" cars are nearing completion. Extra men have been hired to get the balance of the fleet in shape quickly. The grand opening and first run of the *Wine Train* is expected to take place in late fall 1988.

METROPOLITAN STEVEDORE Three noteworthy locomotives are employed by Metropolitan Stevedore, an industrial railroad on a pier in Long Beach, California. Its primary function is to transload ships and railcars at the pier and interchange the rail traffic with the Union Pacific. The roster includes two former-SP Alco RSD12s (Nos.1 and 2) and a Baldwin end-cab switcher. The engines have been operating in a solid yellow livery, but recently a new blue scheme with a yellow strip (see page 2) was applied to RSD12 No.2. The railroad operates daily except weekends and is visible from the road.

THE LITTLE CALUMET RIVER BRIDGE Around 8:00 p.m. of Friday, May 6, 1988, the ten-story-high Cyprus-registered ocean bulk freighter *Pontokratis* collided with CSX's former-B&OCT bascule drawbridge across the Little Calumet River on the southeast side of Chicago. The vessel traveled roughly 50 feet after the impact, dragging the bridge with it. The collision caused $1 million in damage to the ship crushing part of its superstructure and trapping it underneath the bridge. This blocked the river and threatened to tie up waterway traffic all the way to the Mississippi River (the Little Calumet feeds into the Illinois River and thence to the Mississippi).

At this point, investigators are unsure who was to blame for the accident. According to a report in the Chicago *Tribune*, the bridgetender claimed the freighter rammed the bridge while it was in the up position. According to the ship's pilot and captain, the ship was moving along in the middle of the river when the bridgetender lowered the bridge on top of it. The ship had left Lake Calumet at 6:30 p.m. after unloading its cargo of steel and was proceeding back to Lake Michigan empty with water for ballast.

The Illinois International Port of Chicago, naturally, is blaming the accident on the B&OCT, claiming that the century-old bridge was "troublesome." Nonetheless, most of the observers at the site felt that, from what they could see, the stern of the ship veered in from the center of the river and smashed into the bridge. The Coast Guard and the National Transportation Safety Board are conducting separate investigations.

Subsequently, Folkstone Maritime, Ltd., of Cyprus filed suit against CSX charging that the "bridgetender was negligent." Soon after, CSX filed a $12 million counter claim against the ship owners in U.S. District Court and received a court order to keep the ship under guard until financial arrangements can be made. The wreckage was cleared by following weekend.

The only regular railroad traffic on the bridge is the Chicago Short Line shuffling back and fourth from their South Chicago yard to Pullman Junction (over the B&OCT/ex-Rock Island) and east to the steel mills in East Chicago, Indiana, via Conrail's ex-Pennsylvania Colehour Yard (over CSX/Conrail), as well as an occasional CSX daytime switch run.

In better times, the bridge was a link in the B&OCT's main line from Pine Junction through Pullman Junction and Gresham to Grand Central Station in downtown Chicago. The bridge saw the passage of all B&O passenger trains in and out of Chicago as well as B&O freights to Robey Street yard downtown. Also using the bridge were the Pere Marquette passenger and freight trains to and from Michigan—PAUL D. SCHNEIDER.

PHELPS DODGE GP38-2s Connecting with the Southern Pacific in Clifton, Arizona, (near the New Mexico border) is the ten-mile Phelps Dodge Morenci Branch which drops down from the PD copper mine at Morenci, Arizona. Of at least 13 locomotives at Morenci, three GP38-2s have been painted in a new red, white and blue livery (see page 67) replacing a gray and yellow scheme. They are numbered and named 56 *Old Jack*, 57 *Tuffy* and 58 *Gini*.

The Phelps Dodge trains run south to the SP interchange at Clifton six days each week. Espee also shows up there six days each week. The PD units exchange loaded hoppers for empties with the SP, although not always simultaneously. Neither railroad works on Sunday.

NEW MOTIVE POWER After "leaving Canada to Montreal Locomotive Works" ever since the demise of its stateside partner Alco, General Electric has just booked its first major locomotive order from one of the Canadian transcontinentals. Canadian National is purchasing 30 4000-h.p. Dash 8-40Cs to be built in Erie, Pa., with cowl carbodies and the "Draper Taper" angled recess behind the cab for rearward visibility (they will reportedly look more like today's SD50Fs than Santa Fe U30CGs or Amtrak P30CHs). CN is also getting 60 3800-h.p. SD60Fs from GMD in London, Ontario. The CN price tag for all 90 units is $180 million. Look for delivery of the GEs in the first quarter of 1990; the U.S./Canadian import tariffs drop at the end of 1989.

Meanwhile, Canadian Pacific is ordering 25 3000-h.p. SD40Fs from GMD in London. These C-C cowls will also have the Draper Taper, but since Mr. Draper is a CN man, CP will have to call it something else. The Santa Fe has also been looking at Draper Taper cowls for its future units, but its current delivery of 20 GP60s appear to be conventional units. The GP60s (4000-4019) are being built in London and set up for service at La Grange.

Conrail started receiving its 30 Dash 8-40Bs (5060-5089) in early May. The Conrail units are the first 4000 h.p. B-Bs from GE with the Dash 8-40B model designation. The little New York, Susquehanna & Western's four Dash 8-40Bs were being completed at Erie in mid-June. Following NYS&W tradition of even numbers for m.u.-equipped units, they will be 4002, 4004, 4006 and 4008. Why not 4000 (as in 1800 and 3000)? Don't ask.

THE CLINCHFIELD Fs have been attracting a lot of attention since being put into regular RoadRailer service, but F7A 116 and F7B 117 are becoming the more memorable pair. Preston Claytor arranged this pose (right) with the New Georgia Railroad's ex-Southern FP7s 3499 and 3498 and E8 6901 at Husley Yard in Atlanta on May 21, 1988. One week earlier, on May 14, the 116 and 117 struck a car at a crossing (below) in Sunfield, Mich., killing the three teenage passengers. On May 28 disaster struck CSX 116 and 117 again as their southbound RoadRailer train derailed at speed sending trailers off the Kentucky River bridge (below right) at Boonesboro State Park, Ky., on the former-L&N main line.

JOHN D. JONES

DAVE GOODHEART

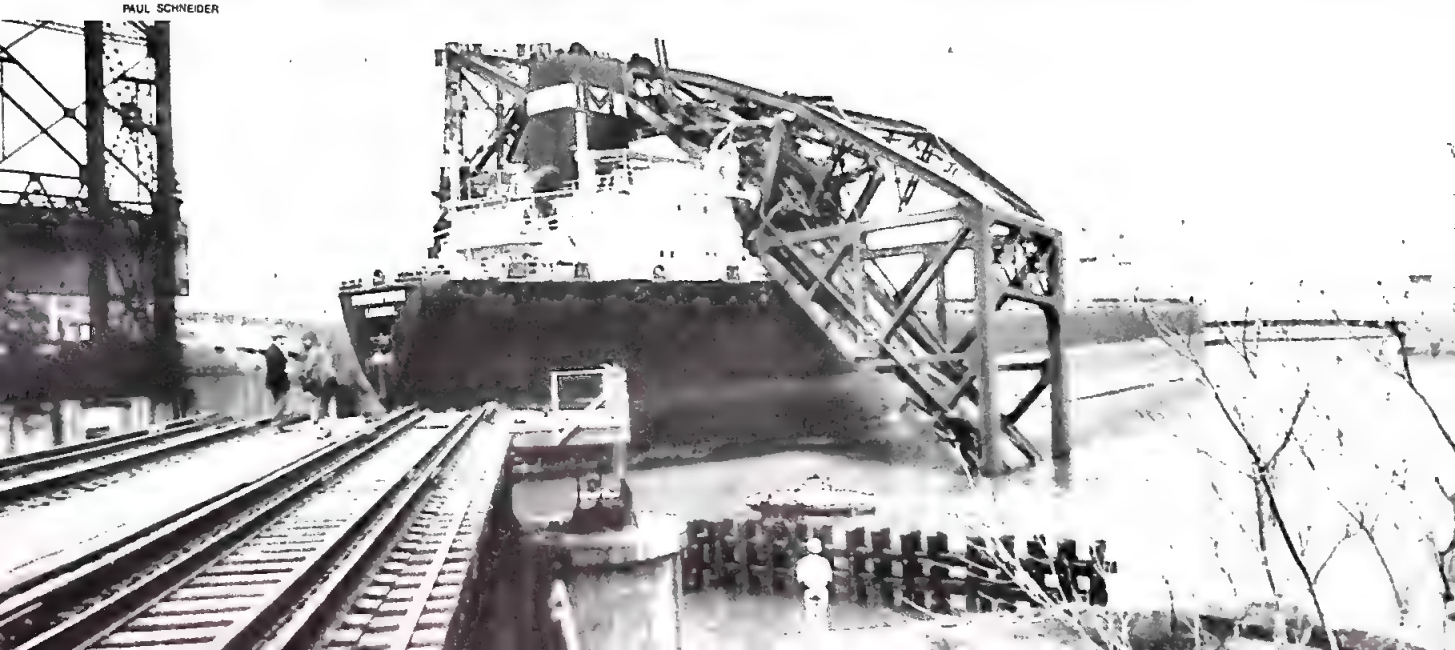
JEFF MAST

MYRON HAYDEN

PAUL SCHNEIDER

NEW MOTIVE POWER was en route to the Santa Fe via CSX on May 21, 1988. The 4000-4002 were rounding the wye onto the B&O Chicago line at Deshler, Ohio, on the Soo COFC 203 from Canada. Twenty AT&SF GP60s (4000-4019) are being built in London and set up for service at La Grange.

THE LITTLE CALUMET RIVER BRIDGE collided with a freighter on May 6, 1988, destroying the former B&OCT drawbridge located near South Chicago, Ill. It is used by the Chicago Short Line and occasional CSX trains.



RONALD N. JOHNSON

F3 NUMBER 42 was delivered to the Bangor & Aroostook in 1947 as the 502, adorned in a two-tone gray livery with yellow trim stripes. On April 22, 1975, the 42 was southbound with a BL2 and GP7 (above) at Squa Pan, Maine. On May 20, 1988, the 42 was ready for work at Northern Maine Junction (opposite right).

WAYNE DUPLISEA COLLECTION

At a time when a Santa Fe red warbonnet paint job on an F7 is literally front page news, it may be surprising to realize that there is still one railroad that is operating daily a "chicken wire" F3 that has been in continuous service there since it was bought new in 1947. Of course, there aren't many railroads around today that haven't changed names or merged since 1947, either. But then, change takes a little more time in Maine—thank goodness.

Bangor & Aroostook F3A 502 was signed out of the General Motors Electro-Motive Division plant in La Grange, Illinois, on October 16, 1947, by one E.W. Lister, who was listed as "officer in charge." This unit was part of a two set A-B-A shipment to Maine and was followed six months later by a similar shipment. As originally ordered, the A units were numbered 500-507 while the B units were 600-603.

These were the first diesels purchased by the BAR. Although all units were geared the same (standard freight 62:15), the 506 and 507 were destined for passenger use and were equipped with train-heating boilers. These two units hauled the *Aroostook Flyer* and the *Potatoland Special* between Bangor and Van Buren until the arrival of the two E7 units in April 1949. From then on they were assigned to freight service but were available for use as passenger back-up units.

After several years of service, rail-

The Last F3

Bangor & Aroostook 42 is still in regular service.

by Bruce Owen Nett

road management realized that the booster units were really not fitting in with BAR operations, and in March 1952 they were sold to the Pennsylvania Railroad. This left the BAR with its eight original F3 cab units.

Railroad records indicate that F3A 502 was purchased at a cost of $157,982.87. It was a straight-off-the-shelf model with very little in the way of special modifications other than dynamic brakes (that distinctive overhanging cab-top bell was a later modification). Its factory paint scheme was a handsome two-tone gray version of the EMD F3 291 demonstrator livery, right down to a BAR nose herald adapted from the GM shield and wings by the La Grange Styling Section.

The 502 was destined to spend its life as a workhorse freight unit along with its running mates. In August 1953 it was renumbered 42, and shortly thereafter its colors changed to a light gray and dark blue in the same pattern as the two-tone gray. As the 1950s became the 1960s, the 42 gave up its detailed dress for a spartan dark blue "dip job" livery with bold yellow name and numbers. This was the image of the BAR that most fans came to recognize as the rugged little railroad in Maine became a hold-out in the 1970s of early first generation diesel power, most notably the eight BL2s of 1949 and six remaining F3s (the 41 and 43 had been traded along with the road's only two E7s to EMD in 1967 on an order of GP38s).

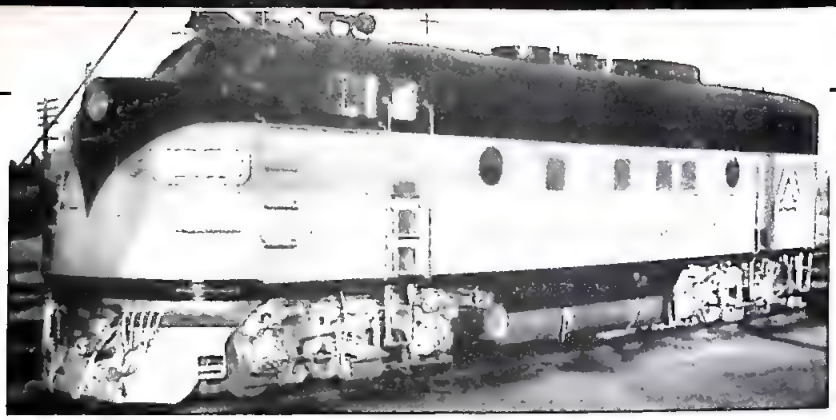
In 1972 the railroad began to experiment (on GP9 76) with a new paint scheme of black, red and gray. The 49 (originally the 47, rebuilt after a wreck and renumbered in 1973) got an early variation with the stripes straight around the nose, while the 42 received the curved "V" nose pattern. The 49 then got the "V" and both received the white separating stripes suggested by President Walter Travis. The 49 and 42 were the only F3s to get the new colors. By the mid-1980s, the 42's status changed to "sole survivor," as the 40, 45 and 49 were scrapped in 1984 and the 44 and 46 were sold for preservation in January 1986 (the 44 to the Tri-State Chapter NRHS in New Jersey and the 46 to the Anthracite Roads Historical Society in Pennsylvania).

When it was built as the 502 in 1947, the 42 was never intended to pull a passenger train, but fortune was to smile on this particular unit. In its handsome red livery, the 42 became a favorite with the railroad for directors trains, the annual Christmas "Turkey Train" and occasional passenger specials. The survivor had become the BAR's "Executive F-unit."

Now, 41 years after its arrival, engine 42 is still going strong and is in almost daily use. As of January 1, 1988, it had racked up a total mileage of 2,124,000—not exceptionally large by some railroad standards, but pretty good considering that the Bangor & Aroostook is less than 260 miles long from one end to the other. By comparison, the next highest mileage for any unit still on the roster is BL2 51 at 1,771,000. This unit, however, is currently stored and has not run for several years. The highest-mileage unit still in service is GP7 70, purchased in 1950 and with a total of 1,536,000 miles under its belt.

The 42 has been off the BAR prop-

BRUCE OWEN NETT



TWO PHOTOS WAYNE DUPLISEA COLLECTION

BAR 42 was delivered in an A-B-A set along with the 500 (right top) in 1947 in two-tone gray with yellow stripes and red nose herald; note how the EMD photographer used a yellow filter while the BAR photographer (right bottom) must have used blue to darken the yellow stripes. The snowplow was at Millinocket in 1952. The 502 became the 42 (left) while still in gray. In 1974 (above) it had no white stripes.

erty on only two occasions since its delivery. In 1955 it was sent back to La Grange for an engine overhaul and partial rewiring, and in October 1983 it ran on the point of a special BAR/MEC Operation Lifesaver train between Bangor and Portland. Other than those two off-road jaunts, its mileage has all been built up in northern Maine.

F3s fondly remembered

The first diesel units back in 1947 made a hit with most of the BAR family. Wayne Duplisea, a recently retired engineer, well remembers the arrival of the F3s. "Most of our people were very pleased to see them come. There were one or two who thought that they would never replace our steam engines, but they soon changed their minds when they saw how well they could handle our trains and how much more comfortable they were to operate."

Duplisea was one of the first engineers to operate the new units. "As it

EMD PHOTO

BRUCE OWEN NETT

turned out, I got on them even before some men who were higher than me on the roster only because I had held some freight jobs that the diesels were first assigned to."

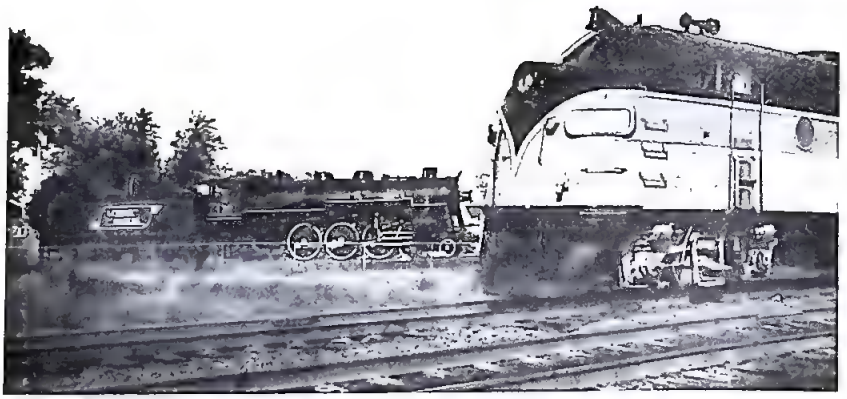
It didn't take Duplisea long to find that in the F3s he had his hands on a pretty nice piece of machinery. "After the steam days were over on the railroad I was able to operate all the types of diesel power that the company ever owned. This included everything from the F3s, E7s and BL2s up to the GP38s. The F3s were always my favorites. They really were the most comfortable engines I ever ran. I liked them at the beginning, and I liked them at the end. They were certainly a locomotive that had a lot of good body in it. It was a warm engine, but you wouldn't burn up in the summer. The controls were placed so that you didn't have to reach around the side like in a steam engine. It was just a comfortable engine to have. The vision from the cab was just super. You could see everything on both sides of the track ahead."

Another man who liked the F3s from the start was Charles Higgins who, at the time of their delivery, was the enginehouse foreman at Northern Maine Junction. "It didn't take us long to discover that we had a pretty good thing in the new engines. We soon learned that they could do everything we were told they could do and more. My crews found that they were a very easy unit to work on, and the engine crews like them just as much. If they had something go wrong out on the road they could just open the door at the back of the cab and could get to any part of the unit without having to go outside. That was much easier in winters especially.

Another person who really liked the

BANGOR & AROOSTOOK

F3s was Walter Travis who retired as president of the BAR on April 1, 1988. Travis began his railroad career as foreman of the Lackawanna diesel shop in Scranton, Pa., at the time the DL&W first received diesel power. "I always found the F3s good units to operate and to work on. I wasn't here on the BAR when they first came along, but I soon learned that they served the railroad well. One by one our F3s left the scene either through scrapping or by the sale of two units to fan groups. But I determined that I wanted to hold onto the 42. I liked to use that unit on our inspection trains and our Turkey Train. The cab was big enough for any guests that wanted to ride there, and they could see everything in front of them. In the back of the unit we put a mechanical generator to take care of the extra electrical power needed for our passenger cars. The on-board generator just wasn't big enough. It was, and still is, the best unit to use with snowplows. The visibility was good for that purpose, but more important the engine crews didn't have to battle the packed snow that would build up on the access doors on the Geeps."



THREE PHOTOS BRUCE OWEN NETT

The 42 today

At this writing, BAR F3 42 is still in regular freight service and is used daily. There has been one recent change, however. It can no longer be used as the lead unit on a freight consist. The BAR has, in most cases, replaced their cabooses with End of Train Devices. The cab of the 42 is not equipped with a radio receiver and readout unit for those devices. Other than that, the engine is still operating in as good a condition as it did when new. Diesel Shop Foreman Paul Lewis should know. "It's getting a little rough around the edges, but it's still a good unit, and we have very little trouble with it. There are those routine problems like with any units, but it still keeps us going. About the only problem we have is putting it on jobs where it can run in the middle of a consist. We normally can't use it on a single-unit train or on a two-unit back-to-back operation. Mostly it operates every night on a round trip between Northern Maine and Millinocket or between Millinocket and Madawaska."

And that's not a bad for a 41-year-old F3.

RECENTLY RETIRED president Walter Travis chatted with retired engineer Wayne Duplisea (left, at left) alongside their favorite F3. The 42 was southbound on the Maine Central (top) passing 4-6-2 470 at Waterville, Me., on an Operation Lifesaver special in October 1983. The 1982 "Turkey Train" is shown (below) stopped at Oakfield.

ROBERT R. HARMEN

THE MILWAUKEE ROAD is long gone from the Pacific Northwest, but its images will be remembered. On June 21, 1974, a Tacoma-bound freight was heading north out of Chehalis, Wash., behind a U33C, two U30Bs and a U25B. That's Burlington Northern's former-GN Portland-Seattle main line at left.

Photo Line

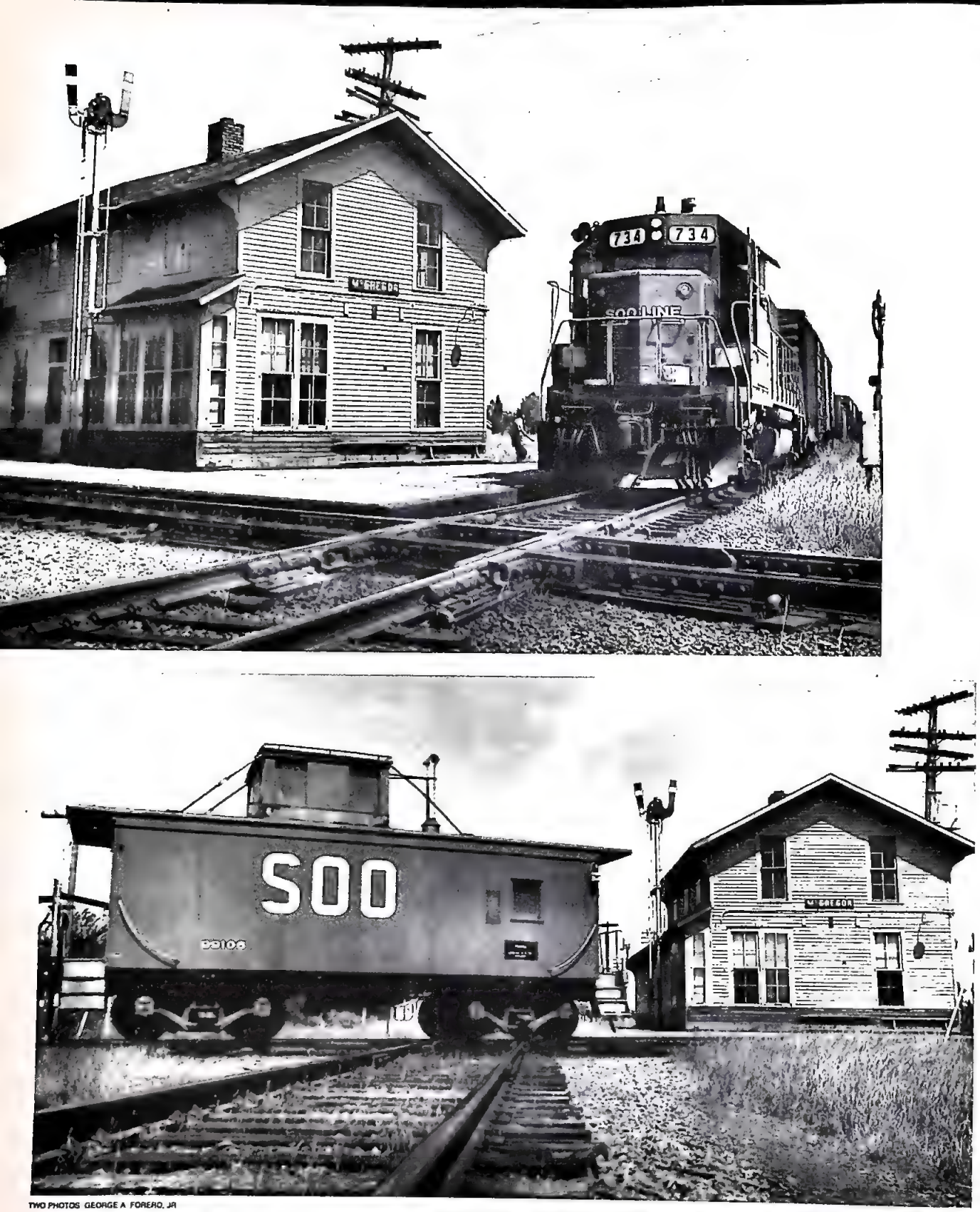
D KNOX

BRIDGES SEEMED TO BE a part of the character of the Pennsylvania Railroad. Nowhere was that character better expressed than at Whitford, Pa., 28 miles west of Philadelphia, where the passenger main to Harrisburg crosses under the massive truss bridge of the "Trenton Cutoff" electrified freight line around the north side of Philadelphia. The scene was immortalized by artist Grif Teller for the 1949 PRR Calendar—never mind that the Cutoff was electrified and likely never saw a J1 2-10-4 in regular service. The accuracy of Teller's image is evident, however, in this undated view of an eastbound GG1, judging by the pinstripes circa mid-1950s. A more contemporary view of the same scene was on page 54 of the July '88 issue. Further west, a pair of E44s (which could have come over the Whitford bridge) is headed toward Columbia, Pa., on the "Port Road" along the Susquehanna River, bound for Harrisburg on March 23, 1975. Believe it or not, that's the Pennsy overhead (top right) on that frail truss bridge over the B&O main line at the west end of the Cumberland Narrows in Maryland. This mid-1970s view has an ex-NKP SD9 leading a former-Western Maryland WJ-1 bound for the old P&WV at Connellsville.

Photo Line

BILL RETTBERG

THE RAIL IMAGE, MAX S. ROBIN



TWO PHOTOS GEORGE A. FOREAD, JR.

THE FOURTH OF JULY, 1973, finds Soo Line GP40 734 heading west with No.73 at McGregor, Minnesota, on the line from Superior and Moose Lake to Plummer. The crossing is the former-Northern Pacific line from Superior to Brainerd, Minn., that the Soo uses south to the Cuyuna Range iron ore mines.

Photo Line

by Ken Rattenne

JON PULLMAN PORTER

The Railroads of Roaring Camp

Standing on the platform of Roaring Camp & Big Trees' small wood-frame depot in Felton, California, you are awaiting the departure of the Santa Cruz, Big Trees & Pacific's afternoon train. Off in the distant hills, the high wail of a steam whistle punctuates the clear mountain air announcing Roaring Camp's midday train coming down off Bear Mountain, Shay No.7 carefully guiding today's nearly-full narrow gauge run. Three years ago, the only trains to catch at Felton were Roaring Camp's steam trains, but today a passenger can choose between a narrow gauge trip up Bear Mountain or a 6.8-mile diesel-powered run from Felton to the oceanside resort of Santa Cruz.

The Roaring Camp story is about two railroads: a standard gauge short line and a narrow gauge tourist hauler. In a time of here-today-gone-tommorrow companies, Roaring Camp Incorporated has remained an entity since the early 1960s, carrying on a narrow gauge legacy that dates back to 1875 when the little Santa Cruz & Felton Railroad was built to haul timber being harvested from the huge stands of Redwood trees near Felton.

REPRESENTING THE TWO railroads of Roaring Camp are the Santa Cruz, Big Trees & Pacific CF7 2641 at wood-lined tunnel No.6 in Santa Cruz on October 18, 1986, and the Roaring Camp & Big Trees *Dixiana* Shay at Cathedral Grove in October 1983.

PHOTOGRAPHY KEN RATTENNE, EXCEPT AS NOTED

Santa Cruz County railroading

The Santa Cruz Mountains form a geographical barrier between California's Pacific Coast and the San Francisco Bay Area. On the western slope of these mountains, nestled in a forest of huge redwood trees, is the town of Felton. Over 100 years ago local lumbermen quickly realized the value of the Coastal Redwood around Felton and began harvesting the giant trees at an almost zealous pace. Two prominent landholders, Henry Cowell and Joseph Welch, were alarmed at the rate of destruction of these redwood giants (some dating back to before the birth of Christ) and purchased land to preserve the forest around Felton. Welch's 350-acre tract soon became known as Big Trees Grove and was to figure heavily in the town of Felton's future.

In 1876 the narrow gauge Santa Cruz Railroad opened its line into the coastal

A NARROW GAUGE Plymouth DDT switcher from Kaiser Steel is on the RC&BT roster along with a GE 45-tonner from Bethlehem Steel. The handsome caboose was home-built.

community of Santa Cruz, venturing up from the SP at Watsonville. At the same time, a narrow gauge lumber railroad called the Santa Cruz & Felton was constructed northward from Santa Cruz to Felton via Rincon. Three years later, in 1879, "silver baron" Senator James G. Fair bought the Santa Cruz & Felton as part of a grand scheme to build a transcontinental railroad to Colorado to compete with the Central Pacific. Fair wanted Santa Cruz as one of his deep water ports, so he began building a connecting link south from Alameda, on the east side of San Francisco Bay. Once he reached San Jose, he then built on to Los Gatos and over the Santa Cruz Mountains to connect with his SC&F. Fair's enterprise became known as the South Pacific Coast Railroad, and on May 15, 1880, trains from Alameda and Santa Cruz met at Welch's Big Trees Grove. Santa Cruz Mountain railroading had begun its halcyon days.

In 1887, after spending millions of dollars for only 80 miles of railroad, Fair lost interest in the SPC and sold the company to Southern Pacific. Under Espee auspices, the old SPC flourished, with so many people riding through the mountains to picnic in Big Trees that the route became known as the "Picnic Line." Although it had standard gauged the old Santa Cruz Railroad up from Watsonville in 1884, it wasn't until 1902 that the Espee began standard gauging the SPC rails from Santa Cruz to San Jose. Five years later, in 1907, the last narrow gauge passenger train departed Felton for Santa Cruz.

One of the more popular trains to be seen on the old SPC was a weekends-only passenger train called (among other things) the *Sun Tan Special*. It operated from San Francisco down the Peninsula to San Jose and then onto the old SPC and westward over the mountains to Santa Cruz. The train, usually running in several sections, would carry beach-goers for a day of frolic and fun at the Santa Cruz Boardwalk, with trains tying up at SP's Santa Cruz yard. The SP advertised this service heavily and used its fleet of 4-6-2s to pull the beach trains over the grade.

The historic line continued on serenely until 1940 when California's Pacific Coast experienced a very wet winter. Espee suffered extreme damage to its Santa Cruz mountain line; so severe were the washouts and tunnel damage that the tracks were abandoned from Los Gatos, on the east side, to Olympia, only two miles from Felton. On either side of the mountains the route was retained to serve existing customers. The mileage between Olympia and Santa Cruz became Southern Pacific's Santa Cruz Branch, while in the Santa Clara Valley, the trackage from San Jose to Los Gatos became the Vasona Branch (later, this was cut back from Los Gatos to Vasona Junction in Saratoga, where the branch turns right and continues north to the Kaiser Permanenté cement plant in Cupertino). The history of these lines is well illustrated in Bruce MacGregor and Richard Truesdale's *South Pacific Coast—A Centennial*, from Pruett Publishing Company.

Roaring Camp & Big Trees

In 1960, SP's Santa Cruz Local was the only train to serve the beach and mountain area, running from Watsonville Junction to Santa Cruz and then up to Olympia to service the Lone Star Cement plant at the end-of-line. While this single train was the last vestige of Santa Cruz County railroading, that year found the newly-formed Roaring Camp Incorporated acquiring a 98-year lease on the old Welch Big Trees Ranch properties, which included the original Felton station trackage and depots of the old South Pacific Coast Railway. The corporation began building a new narrow gauge railroad in Santa Cruz

County: The Roaring Camp & Big Trees. Rail for the new road came from the recently abandoned "Slim Princess" line, SP's Carson & Colorado. Within three years the fledgling company collected an amazing roster of narrow gauge locomotives, including a Shay, a Heisler and an 0-4-2 plantation engine. It operated its first train on April 6, 1963, and three years later, on April 2, 1966, the entire 2½-mile line up Bear Mountain was opened for service. While not a common occurrence, rare occasion would find SP's Santa Cruz Local rolling through Felton past one of Roaring Camp's little geared jewels—a treat, indeed, for those lucky enough to be on hand.

The RC&BT's railroad was an entirely new route, and one of its big attractions, besides the incredible ride through some of the largest and oldest redwoods in California, was the double trestles built in Spring Canyon that formed a corkscrew loop. The company based many of its advertisements on these bridges and even featured them in a TV commercial. On an evening in 1976, arsonists destroyed the double trestles, halting service to Bear Mountain. Unfortunately, the trestles were uninsured, and the expense of replacing them was prohibitive, forcing the company to rely on an age-old method of climbing a grade: the switchback. Two were built, and service was restored.

RC&BT today

Roaring Camp's narrow gauge operation is very simple: The route up Bear Mountain has a big loop, similar to a return loop on a model railroad. The train leaves Roaring Camp (Felton) facing up the mountain and enters town headed down the mountain. Thanks to the switchbacks and reverse loop, there is no "backwards" running. Passenger cars are all open-air except for a single caboose and covered car with open, glassless windows. The open air cars date back to the narrow gauge Nevada-California-Oregon Railway and are added or subtracted from a train based on the day's expected passenger load. Upon leaving town a train will immediately begin climbing the steep (up to 8%) grades of Bear Mountain, soon entering the thick rain forest that covers most of the area. Near the summit the train pauses at Cathedral Grove, where passengers may detrain to hear the conductor's explanation of the natural formation of redwoods that resemble their namesake structure. After two short whistles the train continues to the summit of Bear Mountain, allowing riders to get out and spend time picnicking or hiking in the area. Those who detrain here may take the next train down.

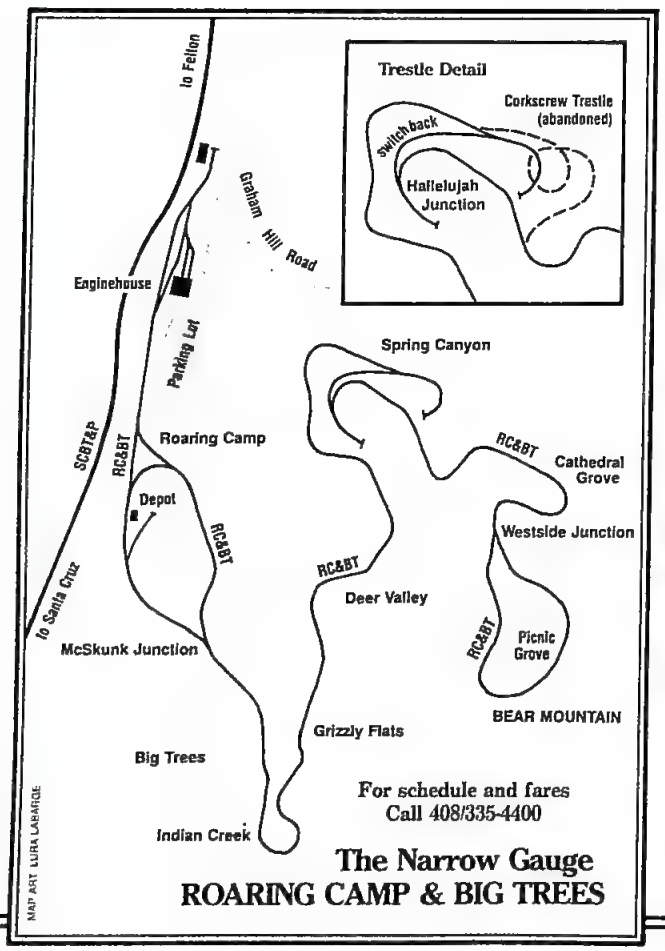
HAWAIIAN PLANTATION 0-4-2T *Kahuku* was running in 1977 but is out of service today. RC&BT's "veteran" engine is the two-truck *Dixiana* Shay (opposite bottom).

In the mid-1970s, while the company's two geared locomotives were both being rebuilt, the road used its first acquisition, tiny 0-4-2T No.3, to pull trains. The 3-Spot came from the Hawaiian sugar cane fields and carries the name *Kahuku*. Unfortunately, little *Kahuku* doesn't have much tractive effort and was usually assisted by a locomotive rather famous in its own right: former Denver & Rio Grande Western narrow gauge Davenport diesel No.50. The diesel-mechanical No.50 had been the D&RGW's Durango yard goat. Between the tiny steamer and the tiny diesel, the train always managed to get up the side of Bear Mountain.

Today, the *Kahuku* is officially out of service, but being the corporate "pet," it is undergoing a rather drawn-out overhaul on a time-available basis. In 1980 the D&RGW 50 was sold to the Durango Railroad Museum at Hermosa, Colorado. After a few years on display there, the 50 went on to the Colorado Railroad Museum in Golden, where it now resides. Meanwhile, the RC&BT's stable of engines grew to include two Shays and a Heisler, plus a 48-inch gauge Climax under restoration. The 50-ton Climax No.3 was built in 1928 as a standard gauge engine for the Elk River Coal & Lumber Company in West Virginia and migrated in the 1960s to the Carroll Park & Western tourist railroad in Bloomsburg, Pennsylvania, where it was converted to the odd four-foot gauge to operate with some coal mine rolling stock. After

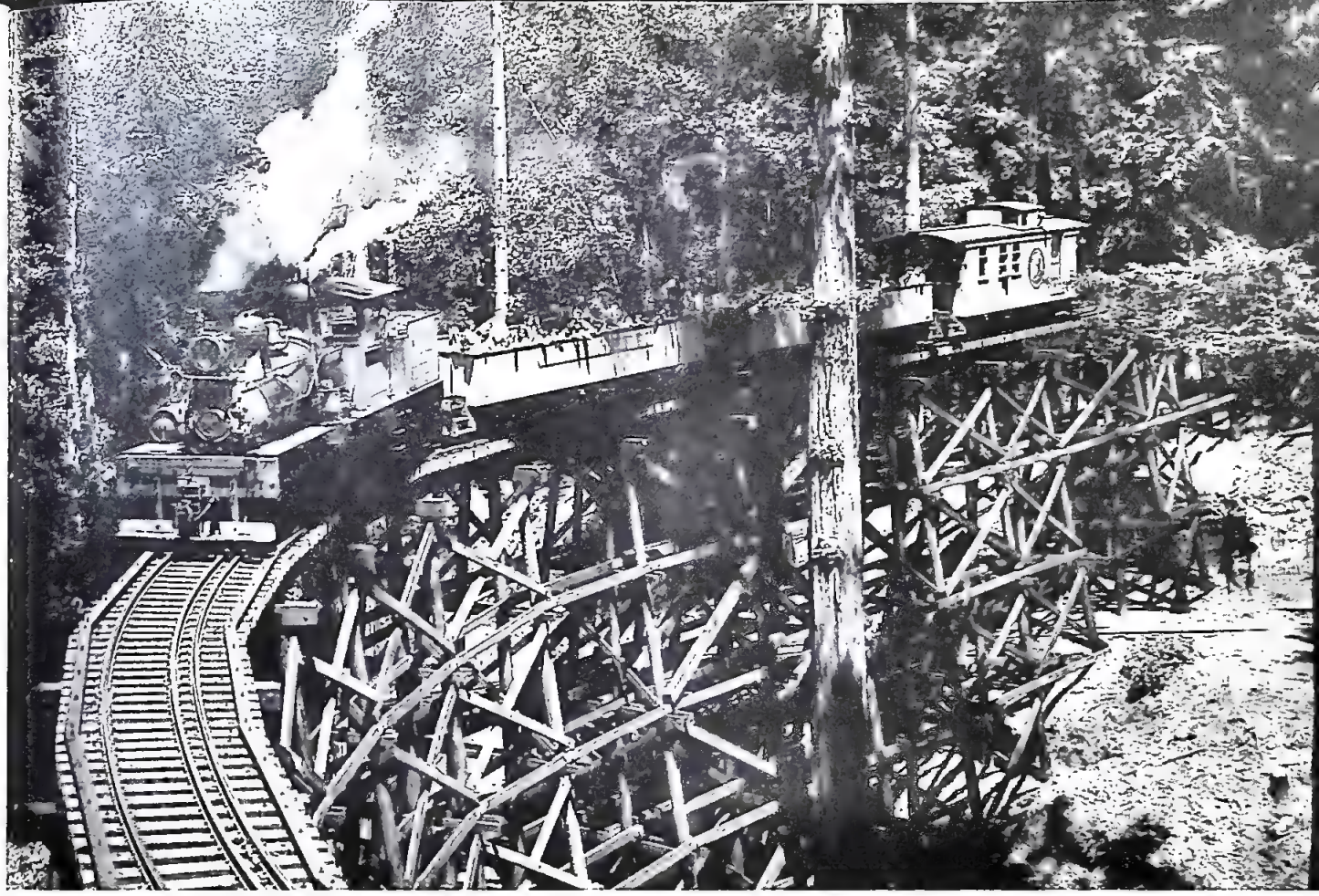
moving to California, No.3 spent many years in the backshop area and is having a new boiler installed. The decision has not yet been made as to whether No.3 will be converted to three-foot gauge for the RC&BT or to standard gauge for use on the Santa Cruz, Big Trees & Pacific.

The RC&BT's "veteran" Shay No.1 carries the name *Dixiana*. This two-trucker was built in 1912 as standard gauge No.3 for the Alaculsy Lumber Company in Conasauga, Tennessee. It became Tennga Lumber No.3 at the same location in 1917 and then went to Southern Iron & Equipment in 1919 and was resold to W.M. Ritter Lumber Company for use as Smoky Mountain Railroad No.3 in Proctor, North Carolina. Ritter later converted No.3 to three-foot gauge for use at McClure, Virginia. In 1938 it was sold to the Coal Processing Corporation at Dixiana, Virginia, (on the old Interstate Railroad



KARL R. KOENIG

WEST SIDE LUMBER was the heritage of three-truck Shay 7 (top) and the "Tuolumne Heisler" No.3, now RC&BT No.2. West Side No.3 was standard gauge when working here in 1962 at Tuolumne.



RC&BT PHOTOGRAPHY DEPARTMENT

THE FAMOUS CORKSCREW TRESTLES in Spring Canyon were destroyed by an arsonist's fire in 1976 and were too expensive to replace. A switchback is in use today. The *Dixiana* Shay has a train headed downhill in this view circa 1967.

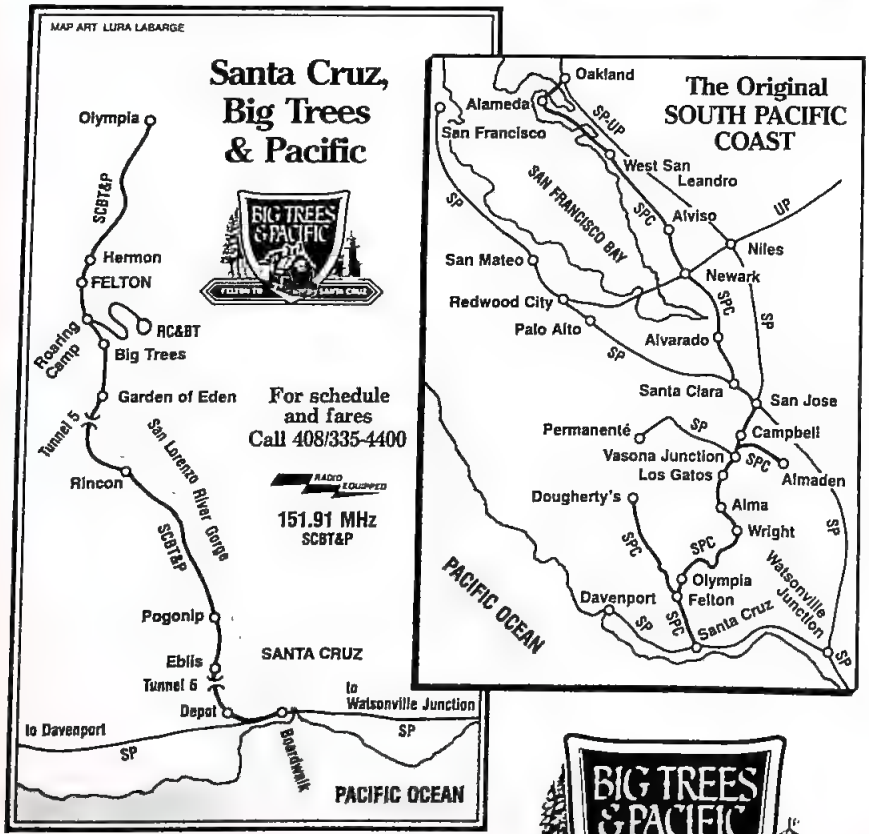
just north of Norton, Va.) where it carried the number 3 on its smokebox front plate and builders number 2593 on its cab side. This little gem came to Felton in 1962 as RC&BT No.1.

RC&BT Heisler No.2 has an equally interesting history. It was built in 1899 by the Stearns Manufacturing Company (before Heisler had its own factory) as three-foot gauge No.3 for the West Side Flume & Lumber Company in California. Originally named *Thomas S. Bullock*, it operated until the mid-1940s under the banner of the Hetch Hetchy & Yosemite Valley Railroad. In 1947 it was converted to standard gauge and became famous as West Side Lumber's "Tuolumne switcher," working the mill and interchange with the Sierra Railroad. It was the last engine under steam when a strike shut down the Tuolumne mill in April 1962 (a fire destroyed the mill four months later). Within that year, the No.3 was purchased by Roaring Camp and converted back to narrow gauge using trucks from scrapped West Side Heisler No.4.

West Side was also the home for RC&BT Shay No.7, now named *Sonora*. This handsome three-trucker was built by Lima (b/n 2465) as Butte & Plumas Railway (Truckee Lumber Company) No.4 in 1911 for service near Oroville, California. It became Swayne Lumber Company No.4 and was traded to West Side around 1917 for Heisler No.1. As West Side No.7, it served until the narrow gauge woods line was shut down in 1961. After a period of display from November 1965 to January 1978 at the Sonora Fairgrounds, it was pulled out for restoration by the West Side & Cherry Valley tourist railroad. In 1986 it was sold to the RC&BT. The complete history and numerous photos of the ex-West Side engines can be found in Mal Ferrell's excellent *West Side, Narrow Gauge in the Sierra*, published by Pacific Fast Mail.

One other steam locomotive was associated with the RC&BT, although it was privately owned and never officially on the roster. This was another Hawaiian plantation engine, Oahu Sugar 0-6-2T No.1. The 1897 Baldwin was to have become RC&BT No.4, but it left the property in 1986 without ever seeing service. In addition to the three narrow gauge steamers, the RC&BT also rosters two small diesels. No.40, a small end-cab Plymouth 12-tonner, was Kaiser Steel 1021, while a numberless 45-ton GE came from Bethlehem Steel.

Roaring Camp's business philosophy has always been geared to the tourist. With this in mind, the management has endeavored to create a mountain setting reminiscent of the 1800s lumber industry while still emphasizing the beauty of the surrounding redwood forest. Three former-SP wooden cabooses



are on the property serving in various capacities from office space to a snack bar. And across from the depot is a general store and gift shop. The railfan has not been ignored, though. The incredible heritage of the equipment alone brings fans from all over the country, and the railroad will often operate two trains at one time, depending on demand and the availability of motive power. At the same time, the tasteful two-stall wooden enginehouse is easily accessible, with the backshop area lending an authentic steam facility atmosphere.

The RC&BT is a hiker's railroad. While many good locations can be found for photography at the foot of Bear Mountain, those who are willing to hoof it up the many hiking trails and dirt access roads (for company vehicles only!) will find impressive possibilities throughout the mountain route. Trains do stop at the top of the mountain, and passengers may detrain, waiting for the next run to Roaring Camp. Be aware that because of the rain forest environment, in many places lighting for photography is splotchy. Also, no smoking please.

Santa Cruz, Big Trees & Pacific

Like the big storm of 1940 that severed Southern Pacific's trans-mountain line to Santa Cruz, the winter storms of 1982 had a similar effect on SP's remaining mountain trackage, known as the Santa Cruz Branch. Heavy rains damaged much of the roadbed and in places washed out the line altogether. Since SP considered the mountain trackage to be marginal at best, it decided to embargo the line between Santa Cruz and Olympia.

For 27 years Roaring Camp Incorporated's President F. Norman Clark had been trying to convince SP to sell him the portion of the Santa Cruz Branch between the town of Santa Cruz and Olympia. Finally, Mr. Clark got his opportunity. In 1985 his dream came true when negotiations with SP culminated in a deal to sell the damaged branch to Roaring Camp Inc. A new railroad company was formed as a common carrier short line and named Santa Cruz, Big Trees & Pacific.

The first order of business was to repair the washed out portions of railroad between Felton and Santa Cruz. In the meantime, the company opened for business after acquiring a numberless Whitcomb 45-tonner from the Lone Star Cement plant at Olympia. Passenger service was inaugurated on the 2½ miles from Felton to Rincon; beyond there the track was, in some cases, literally hanging in thin air! Initial passenger runs were billed as "inspection trips" and used a speeder for patrons to sightsee from. But on October 12, 1985, one day before the line's 110th anniversary and 45 years after the cessation of

THE BOARDWALK in Santa Cruz finds the CF7 and Felton-bound train (above) loading passengers near the "Big Dipper" roller coaster. The route along the beach (below) is also used by the SP local. The CF7 (left) is shown at the SP Santa Cruz depot, now a restaurant. The SCBT&P has running rights on the SP in Santa Cruz.

passenger service, SCBT&P ran its first real train. In short order the Whitcomb (now numbered 20) began pulling a pair of "vista-flats" built from retired SP maintenance flatcars. In addition, the company purchased a 30-foot wooden caboose from the Lake Superior & Ishpeming.

On December 2, 1985, F. Norman Clark died, never seeing the reopening of the line between Felton and Santa Cruz and the initiation of full passenger service.

In March 1986, the SCBT&P resumed service for their first full season of operation. On the Fourth of July they opened the line for the full seven miles from Felton to Santa Cruz. That fall they received their first big power with the delivery of former Santa Fe CF7 2641, in addition to purchasing some cars from New Hampshire's defunct Wolfeboro Railroad, including a handsome wooden combine and three steel coaches. The CF7 was delivered by SP via the Santa Cruz Local and went into operation two days later, on October 12, 1986. During the summer of 1987, CF7 2600 also joined the fleet, relegating the Whitcomb to work train duties.

Current operations find the railroad operating from Easter Weekend through the last weekend of October. The 1987 season found trains running all the way to the Santa Cruz Beach and Boardwalk, a popular amusement area along the beachfront. SCBT&P has an operating agreement to run south on SP's tracks from the Santa Cruz yard to the Boardwalk. Most of the running in town is in the middle of the street, and during the busy summer months railroad-employed motorcycle cops precede the train to clear the way. Headed down to Santa Cruz from Felton, the train uses the old wye at the junction of the Davenport and Olympia lines to turn the train so that it faces up the mountain. The train then backs from the yard to the Boardwalk.

During Labor Day weekend 1987, the company operated its first train east of Felton, running up the two miles of track to the end-of-line at Olympia. The 1988 season will see regular runs on this historic piece of SP's Santa Cruz Mountain line.

The route between Felton and Santa Cruz is easy to follow, though many of the more scenic locations are away from the road. Out of Felton, the line goes through the Henry Cowell State Park and through a grove of huge redwoods, where it's dark enough to preclude any meaningful photography. Upon exiting the grove, the San Lorenzo River is crossed on a steel through-truss bridge within easy walking distance from the Roaring Camp depot. Just down from the bridge the train encounters Tunnel 5, a wood timber bore that dates back to the South Pacific Coast. Once through the tunnel the tracks skirt along the rim of the San Lorenzo River Canyon until crossing State Highway 9. From here to Santa Cruz it is easy to chase trains from the highway as the SCBT&P has a 10 m.p.h. speed limit. After crossing Powder Creek Trestle the line continues to meander down to Santa Cruz where it crosses California's

THE FELTON YARD is now owned by the SCBT&P. With the arrival of the two CF7s, the 45-ton Whitcomb is now used only for work train duty. They plan to acquire a steam locomotive.

BIG TREES & PACIFIC
FELTON TO SANTA CRUZ

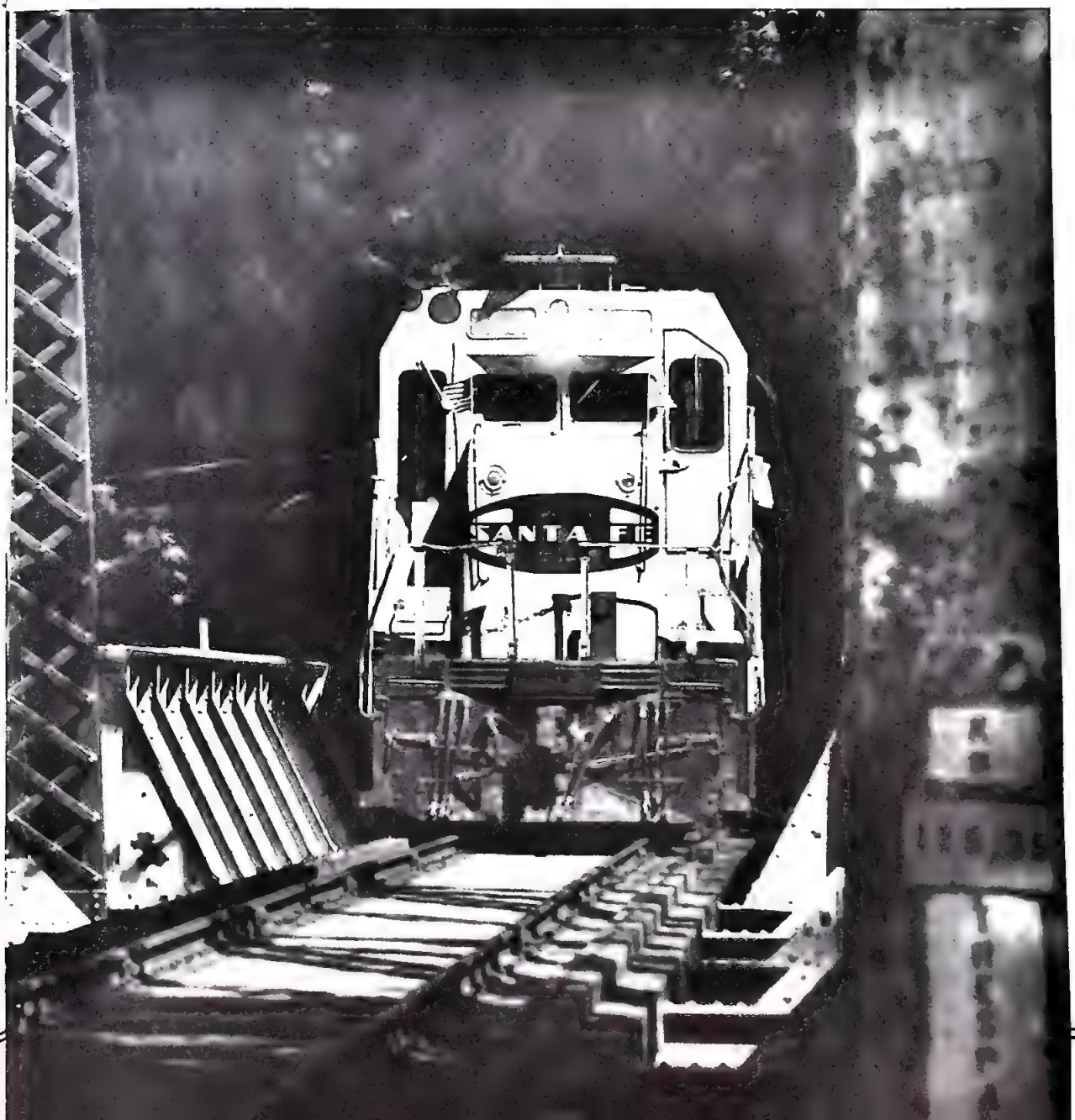
famous Coast Highway before ducking into Tunnel 6 at Eblis (Eblis is so named for the church that sits atop the hill that Tunnel 6 bores through, a contraction of Eternal Bliss). Just past this tunnel, street running begins and continues for several blocks, offering photographers Victorian houses and SP wig-wags for props. Halfway down this street SCBT&P's trackage officially ends and their running rights on SP begin. Once past SP's yard the tracks take a left turn after connecting with the Davenport Branch. On days that the Santa Cruz Local is running, the SCBT&P crew must locate its whereabouts before proceeding past the yard and onto the Boardwalk via more street trackage.

The SCBT&P's future plans call for the operation of a steam engine and the resumption of freight service. They studied SP 0-6-0 1298 on display in Santa Cruz, but the deal would have been too complicated. As mentioned previously, they are giving serious consideration to standard-gauging the Carroll Park Climax (originally a standard gauge engine) for the Santa Cruz operation. Meanwhile, they are looking for another steam locomotive that is both affordable and restoreable.

Negotiations are also under way with three former SP customers on the line to resume shipping by rail. With the two CF7s on the property, the SCBT&P is in a good position to provide freight service.

In a very short time, the Santa Cruz Big Trees & Pacific has become a viable and successful passenger hauler. The company currently has right of first refusal for the Davenport Branch should the Southern Pacific decide to sell it off. In light of this and the negotiations for freight on the Olympia line, we will no doubt be hearing much more about the SCBT&P in the future. In the meantime, SP still operates its Santa Cruz Local from Watsonville Junction to Davenport, occasionally meeting SCBT&P's passenger train in Santa Cruz. So if you've been ignoring Santa Cruz County railroading in your railfan sojourns, the time is at hand to remedy the situation. ⊂

SANTA CRUZ, BIG TREES & PACIFIC has two ex-Santa Fe CF7s, shown (left) at the Felton yard on October 17, 1987. A year earlier, the 2641 was headed across the San Lorenzo River bridge after exiting Big Trees Grove. The canyon here is dramatic.



Cabin Fever

Harrisburg restores a Pennsy N6b. **by Dan Cupper**

Restoring old rolling stock can be difficult enough, but it's even more so if done under water.

That may be stretching the story, but not by much. The Harrisburg Chapter of the National Railway Historical Society (NRHS) did almost that when it recently restored a flood-soaked former Pennsylvania Railroad wooden cabin car (that's caboose outside of Pennsy country). Back in 1972, the car was submerged during the Susquehanna River flooding brought by Tropical Storm Agnes. The water damage and resulting deterioration multiplied the amount of effort needed to bring the car back to a presentable standard.

When the estate of Harrisburg industrialist Robert Mumma donated the car in late 1986, the chapter inherited a collage of warped tongue-and-groove sheathing, tattered canvas roof covering, rotted-through floorboards, swollen cabinetry, broken glass and cracked structural beams. Over, under and inside everything was an inch-thick layer of dried mud and powdery river silt.

Mumma, whose concrete contracting company is aptly named Pennsy Supply, Inc., acquired the 1920 Class N6b cabin car from PRR as a curiosity that he intended to restore. After the flood, he stored it inside his firm's warehouse on a siding leading from Reading's Harrisburg-Steelton branch.

Because of its architecture—and specifically its boldly arched cupola roof—the N6b type is a favorite of caboose fanciers. Although the railroad once owned more than 1000 of them, and still owned more than 800 in the late 1950s, the number surviving probably could be counted on the fingers of two hands. Although almost no one knew it, that 17-ton dose of PRR heritage was tucked into a warehouse less than 50 yards from three busy rail routes: Conrail's Philadelphia-Harrisburg main line (former-Reading Lebanon Valley Branch), Conrail's Lurgan Branch (also former Reading), and Amtrak's former-PRR Philadelphia-Harrisburg electrified passenger main line.

When Mumma contributed to the GG1 4859 locomotive fund-raising campaign in 1985, he made the chapter aware of the car's existence and proposed a cooperative restoration. He died several months later, but soon after the GG1 project was completed, the estate honored his intent and donated the car to the chapter on December 31, 1986. A major aid to the project was that the Clark Group, a magazine distribution firm that leases the warehouse in which the car had been stored, allowed restoration to continue in the same location.

John W. Smith became project chairman. He and Fred Wertz, who has an affinity for carpentry, began by analyzing what work needed to be tackled first. Agnes had left so much damage that it was hard to tell where to start. Some observers thought the only sane course was to start anew from the steel underframe. That view lost out, however, to a repair-and-replace approach.

Buckled and gnarled sheathing was entirely replaced on one side and spot-replaced on the other, with tongue-and-groove siding that had been custom-milled to match. Cast and wrought hardware was removed, straightened and cleaned. New roof boards were replaced as needed, and a synthetic roof donated by Carlisle Syntec Systems was installed, its appearance resembling that of canvas.

The only other real deviation from original practice came in a method of correcting a noticeable sag in the roof. Smith had a machine shop cut quarter-inch-thick steel arch supports to the correct curve profile. With a jack raising the ceiling, the arc-shaped ribs were bolted to the tired wooden ones, restoring a straight roofline.

It is unclear when the cabin car was retired, but the date of what was presumably its last PRR air-brake test, July 1964, was stenciled on the brake reservoir. The car had been in maintenance-of-way service, so it was painted yellow with black markings instead of standard PRR red and white. Concurrently, it had been assigned a number, 492883, that the restoration crew recognized as quite different from its original number in PRR's 980000-983000 series. Chipping, sanding and burning away the yellow in obvious places provided

KODACHROME, DAN CUPPER

no hint to the car's identity. Finally, the mystery unfolded: above an end door and close under the roof, protected from years of weather, were the numbers 980016. Red paint was brushed on the exterior, PRR letter and number diagrams were consulted, stencils were cut and the original road number was proudly restored.

At first, Smith envisioned only a cosmetic external job, but as that work progressed through 1987, the interior began to look less foreboding. After the layers of dried mud were shoveled out, other jobs could begin. Window frames were removed, straightened and reglazed. Closet doors, swollen from the flooding, were rebuilt to allow them to close.

CABIN CAR 980016 survived a June 1972 flood of the Susquehanna River (cupola visible at far left) and was restored in 1988. On April 28 (top) it posed for a night photo and the next day (below) was lifted onto Conrail for movement to Harrisburg's Amtrak station, where it is now on permanent display.

EKTACHROME, FRED ABENDSCHEIN

Some of the five bunk cushions were reupholstered, as were all four cupola cushions. The original PRR coal stove was removed and sandblasted. A companion coal bin was renewed, and new stovepipe was fabricated and installed both above and below the roof.

As the work stretched out beyond a year's time, Smith said a question that began to arise was, "can we make it roadworthy?" Compressed air was used to blow the mud out of the brake lines, and the system was inspected. Parts were renewed, a leak was plugged, and on March 26, 1988, the car passed a brake test.

Arrangements were made with Amtrak to store the cabin at the Harrisburg station. Pennsylvania Power & Light Co. donated the use of two 30-ton cranes to lift the car from the disconnected siding to the Conrail branch. On April 28, a Pennsy Supply Mack tow truck pulled the car from its warehouse home to a point close to the branch. Smith, Wertz and three other chapter members tried out the bunks overnight, and on the morning of April 29, the PP&L cranes arrived to make the transfer.

With a three-point suspension—a sling under one coupler and two hooks under the steel sill at the other end of the car—the cranes hoisted the car, swung it over about 25 feet and set it down. After all the rigging was arranged, the operation took perhaps five minutes. The lift was so smooth that Earl Frey, a retired PRR conductor who'd put in many hours on the restoration, found that a full cup of coffee he'd inadvertently left inside went unspilled.

After the cranes cleared away, a Conrail yard crew appeared with SW9 9140—by chance, a former-PRR locomotive—to switch the cabin to the station, where it is now on display coupled behind GG1 4859. A final tally showed that the restoration had cost $2600. More significant was the volunteer labor effort, which amounted to 2090 hours. That's almost exactly one man-year of work. Which is a long time to spend under water.

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San Bernardino Restores a Classic

by David C. Lustig

In what has to be one of the nicest surprises of the year, the Santa Fe Railway and the California State Railroad Museum have brought back to life a classic image that has been missing from the railroad scene since the mid-1970s. Working in conjunction with the museum, the railway's San Bernardino Shops took donated F7A 347B and F3B 347C back into the fold just long enough to completely cosmetically restore them to their 1949 elegance.

The Alco PA may be the honorary steam locomotive, but it is the EMD F-unit that is the universal symbol of streamlined diesel railroading. At home on freight and passenger trains alike, the unit looked good in almost any paint scheme, whether it be New York Central's natty two-tone gray, Espee's black widow, Great Northern's orange and green or Alaska's yellow and blue. They didn't even look too bad in Penn Central black. But nothing could compare to Santa Fe's silver, red and yellow "warbonnet." What the Santa Fe couldn't do to immortalize its own image, Lionel certainly did with its impressive O Gauge toy trains that circled Christmas Trees from coast to coast. "Santa Fe" became synonymous with warbonnet F-units.

If ever a paint job looked like it was custom designed for the just-over-50-foot frame of those covered wagons, it was this screaming red nose accented and separated ever so carefully by thin yellow and black stripes before billowing onto silver flanks which blended perfectly with the stainless steel passenger cars usually following obediently behind. The scheme, however, was *not* designed for an F-unit; it was created by EMC stylist Leland Knickerbocker for the *Super Chief's* E1A diesels of 1937, two years before the first FT was built.

The warbonnet scheme was already well established by September 1949 when EMD delivered "37 Class" passenger F7A 39C to the Santa Fe. It was part of an A-B-B-A set that consisted of 39L, 39A, 39B and 39C. Together, as a 6000 horsepower "locomotive," this quartet of chanting 567s would find themselves hauling everything from plush extra-fares to dowdy locals, see the snows of Chicago and the sun-drenched beaches of Southern California, not to mention all the mountains, deserts and farmlands in between. It was the same for "16 Class" F3 booster unit 35A, which had been delivered a few months earlier. Though delivered as passenger engines, these two F-units probably saw every type of service the railroad would require. From 1949 to Amtrak, if it was Santa Fe, they could have pulled it.

With the arrival of Amtrak on May 1, 1971, the Santa Fe leased 74 F-units to the national passenger operator. The nucleus of the fleet would be the 33 remaining "300 Class" passenger F7A/Bs, filled out with 41 F3s and F7s from the 16 Class and 37 Class, all of which would get 300 Class numbers. Thus our F7A 39C became the 306C and the F3B 35A became the 307B, with both retaining their traditional red warbonnet livery.

By 1973 Amtrak was getting its own SDP40Fs and returning the Santa Fe's units. The Cleburne Shop had been chewing up F-units and spewing out CF7s since February 1970, and by June 1973 only 36 F-units remained in Amtrak service. Of those, 21 were regeared and renumbered into the 325 Class for freight service. It was here, in August 1973, that our F7A and F3B got matching numbers, 347C (the F7A) and 347B (the F3B) and the "yellow warbonnet" freight livery with yellow nose and blue trim. Thus, after a long career as passenger units, they would run out their last miles on freight.

Preservation and restoration

The Santa Fe, having preserved a handful of its finest steam locomotives, was probably the first railroad to recognize the historical significance of diesels. It wisely decided that certain older units on the roster should be preserved and set about selecting a representative collection. Among the units saved were Fairbanks-Morse, Alco, EMD and Baldwin switchers, an Alco RS1 and DL600B "Alligator" and our pair of F-units (the A in July 1975 and the B the following October). The fleet was moved the Albuquerque, New Mexico, roundhouse where they joined the steam locomotives and gas-electric motor car M-190 in cold storage.

And there they sat for almost a dozen years, gathering dust and cobwebs, awaiting a proper call to destiny. That "call" came in the form of the proposed Santa Fe and Southern Pacific merger. With a corporate scramble on the horizon, the Santa Fe concluded that the best way to ensure the safe-keeping of its heritage would be to "take care of" the historical collection prior to the merger. So in early 1986 the entire collection was donated to the California State Railroad Museum. On March 31, 1986, a special train departed Albuquerque

THREE PHOTOS AT&SF / MIKE MARTIN

SANTA FE'S San Bernardino Shop gave special attention to Sacramento's F-units. In the old boiler shop (left), the dents and dings were removed and a new pilot was installed. Stencil patterns for the paint job were provided by lead painter John Sierra (below), who had saved a full set from the trash heap back in 1971. The interiors were hand-scraped and painted, and the exterior was painted with Dupont Imron. "This was the best paint job a Santa Fe locomotive has probably had," he said.

with three steam locomotives, the M-190 and nine diesels, bound for a new home in Sacramento, joining the "Death Valley Scotty" 2-6-2 already there (July '86 R&R). Among them, of course, were the 347C and 347B. Time and money precluded any immediate restoration, however, and the Fs and most of their companions resumed their "sit" in Sacramento (the unique FM passenger switcher was the first Santa Fe unit to be displayed inside the museum roundhouse).

The A-B F-units were obviously the prizes of the diesel collection, but their "yellowbonnet" colors were not exactly the way the world remembered them. When the Fs had departed Amtrak service in 1973, the red passenger warbonnet livery quickly passed into history, though the styling remains in blue and yellow to this day. The potential of the F-units was well known to the Sacramento museum, and a ground swell of support for them began to develop. A restoration fund was created with contributions from the Pacific Coast Chapter of the Railway & Locomotive His-

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torical Society and the California State Railroad Museum Docent Council, as well as individuals like James C. Haugh, Thomas W. Sefton, John B. Stodelle and television personality Michael Gross. Early in 1988, Santa Fe agreed to, at cost, cosmetically restore the two units and make an assessment of mechanical needs for possible future operation.

Leaving Sacramento on February 19, 1988, the two units went via the Southern Pacific and Central California Traction to be turned over to the Santa Fe at Stockton. They made their way down the San Joaquin Valley and up over Cajon Pass to the massive San Bernardino Shops. After careful examination by the Santa Fe's diesel experts, it was evident that neither unit would be operating on its own any time soon. While technically capable of being started, Santa Fe's report indicated that at least one piston in each prime mover was "suspect." Without the additional $300,000 necessary for totally overhauling the units, it was reluctantly decided

THE PAINT SHOP CREW proudly posed (top) with the completed units on April 29, 1988; they are (l to r, front) laborer Mike Watson, lead painter John Sierra and painters Frank Hernandez, A.L. Macias, (l to r, standing) Pete Ortiz, K.G. Topps, Bill McGee and Leonard Cox. The units had entered the San Bernardino shop in late February (above) wearing the post-Amtrak yellow warbonnet livery. After body work was completed in the boiler shop, the units were moved to the paint shop for the Imron paint job. They posed for their formal portrait outside the shop on April 29 (below), ready for the employee open house the next day.

KODACHROME. TOM TRENCANSKY

to make the restoration a cosmetic one only.

The first step was to pound out the many dents and scuff marks the units had accumulated in over three decades of service. The stainless steel grilles were cleaned, dents were removed and patches were welded to repair rotted-out sections of the carbody.

Painting was another matter.

Pounding out dents in an F7 is the same as pounding out dents in an SD45-2, but finding the masks and stencils to do a paint job that hasn't existed in 15 years is another matter.

To the rescue came Santa Fe lead painter John Sierra. Seventeen years ago, when Sierra was new at San Bernardino, the paint crews were discarding many of the diagrams and patterns that would no longer be needed for a freight-only Santa Fe. Sierra kept a few, just for the heck of it. Little did he realize that almost two decades later what he saved from the trash bin on a whim would be crucial to a restoration project.

The first step was to grit blast the old paint off, while protecting the stainless steel panels on the sides. Next came two coast of primer, then a full coat of yellow, followed by red, black and silver Imron paint. The fresh pair rolled out for their official portrait during the last week in April, looking better than they did when they first left La Grange (the 1949 Duco Dulux was nowhere near as impressive as today's Dupont Imron). Their debut appearance was at the shop's employee open house on April 30th. Even the most grizzled employees took time out from the hot dogs and soda to pay their respects one more time to a grand paint scheme on a grand pair of diesels. Their first public outing came shortly afterwards on May 5, when the pair was the star attraction at RailFair '88 in San Diego.

The F-units were returned to Sacramento at the end of May 1988 for display at the museum. They may emerge for special occasions from time to time and will certainly be around for the 50th Anniversary celebrations for the Los Angeles Union Passenger Terminal in 1989. In the not too distant future, Sacramento plans to use them as a major exhibit in a new addition, the Museum of Railroad Technology, presently under development. Chico would be proud. ⊂

THE SAN DIEGO "RAILFAIR," sponsored by the San Diego Railroad Museum on May 5-8, was the F-units' first public outing. They were displayed with Sacramento's SP E9 6051 (above, May 6) and were available for night photos such as this one on May 4.

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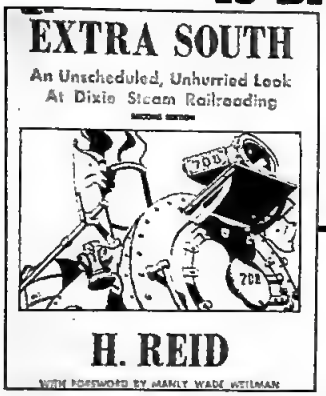

EXTRA SOUTH is on the road again, having made a few pick-ups along the way to fill out tonnage. Originally published in 1964, H. Reid's classic "Unscheduled, Unhurried Look At Dixie Steam Railroading" has returned in an expanded Second Edition softcover. All of Reid's original material is included, and he and editor John Krause have added over 45 new photos and expanded text. Come on board EXTRA SOUTH as master story-teller H. Reid remembers the narrow gauge Tweetsie, Norfolk Southern 2-8-4s, the Sumter & Choctaw, the "Wreck of Old 97," N&W 4-8-0s on "The Huckleberry," and much more.
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BY JIM BOYD

BRITISH COLUMBIA'S Royal Hudson 2860 doubleheaded on BC Rail to Squamish with Alberta's ex-CN 4-8-2 6060 on Sunday, May 22; the pair is shown here entering Squamish. On Saturday, the 6060 had doubleheaded with Royal Hudson stand-in 2-8-0 3716, shown (right) southbound at Porteau Bay.

A Regal Doubleheader

It was an event that has been in the making since Alberta's ex-Canadian National 4-8-2 6060 scampered into Vancouver just in time for the closing hours of SteamEXPO on May 31, 1986. Two years later, on the weekend of May 21-22, 1988, the 6060 and ex-CPR Royal Hudson 2860 would doublehead two round-trips over the British Columbia Railway between North Vancouver and Squamish, B.C., to kick off the 1988 season of Royal Hudson excursions.

The trains would run the normal Royal Hudson North Van to Squamish schedule with the regular consist but would feature doubleheaders both days with the 2860 leading on Saturday and the 6060 on the point Sunday. Well, at least that's what was *supposed* to happen.

Back in 1986, the 6060 was about a week late but did arrive in time to help celebrate SteamEXPO at the Vancouver World's Fair. After an excursion career under CN sponsorship in eastern Canada from 1973 to 1980, the "Bullet-Nosed Betty" 6060 had become property of the Alberta Pioneer Railway Association and its museum in Edmonton. In 1985 she had been turned over to the Rocky Mountain Rail Society, under the leadership of retired CN engineer Harry R. Home. Moved to the roundhouse in Jasper, the 6060 was given an intensive overhaul for the move to SteamEXPO under the sponsorship of the Province of Alberta. The locomotive was made safe and serviceable for the move to Vancouver, but much more work would be needed if she was to become a reliable performer.

After SteamEXPO she was moved to the Royal Hudson shop in North Vancouver, and over the next two years Harry Home and his crew teamed up with Bob Swanson's Railway Appliance Research team to give the 6060 a full and proper restoration, including extensive running gear work, new superheaters and cab piping. By May 1988 the 6060 was ready to go. A break-in run was made on a BCR-CN transfer freight on May 20, and the 6060 proved to be in superb shape.

Meanwhile, Swanson's crew had also been performing the routine maintenance on the ex-CPR Royal Hudson 2860, which had been running scheduled excursions between North Vancouver and Squamish for 14 years. The winter of 1987-88 was slated for running gear work on the 2860. Her drivers had been removed and contracted out to a shipyard for overhaul. As the May opening day neared, the shipyard was still "working" on the drivers (some emergency ship work had apparently pulled crews off the locomotive project for a time). On Wednesday, May 18, the 2860 was still the world's biggest 4-0-4, as it sat in the North Vancouver steam shop. That day the drivers arrived, and Swanson's crew began a heroic around-the-clock effort to have her ready for Saturday.

But it was not to be. The 6060 was fired up and ready to go, but two days and three nights were just not enough to renew the running gear on a 4-6-4. Fortunately, the Royal Hudson Steam Society has a second locomotive, ex-CPR 2-8-0 3716, which is quite capable of handling the Squamish train on its own. Decked out with a stainless steel jacket like the 2860, the 3716 is sort of a "Royal Consolidation" in its ability to pinch-hit for the Royal Hudson (the 3716 worked the regular Squamish runs while the 2860 was on display at SteamEXPO, for example).

The R&R staff had been invited to North Vancouver to cover the weekend's activities, which began with our conducting a night photo session at the Royal Hudson steam shop on Friday evening, May 20. A steam-qualified engineer was borrowed from an outbound BC Rail freight to make the moves necessary to line up the 6060 and 3716 on the shop tracks, and the night session got under

JIM BOYD

way. While the first setups were organized as "two-shots" of the 6060 and 3716, a few lucky folks could get all three engines in the shot (see page 66) with the 2860 back in the shop. For the final shot, the photo line was set up safely across the BC Rail main line, and one left-side view was illuminated before the switch crew (with a delightfully-snorting RS18 and "Twinkie" slug) arrived to line up the equipment for the morning's train.

While Swanson's crew worked without letup, the 3716 teamed up with the 6060 for Saturday's advertised doubleheader (the excursion runs are in the BC Rail timetable as daily trains Nos. 3 and 4 and are annulled by train order on the days when they do not run). The weather was warm and sunny, and the 6060 was placed in the lead. The spectacular scenery, two locomotives and a handsomely-matched passenger consist made for a superb day of riding and photography. The BC Rail line from North Van traverses rugged cliffs as it follows Burrard Inlet and Howe Sound for the 40 miles to Squamish, and the route is rather well paralleled by good roads—but a lot of the "obvious" photo locations along the highway are "phantoms" as the tracks are often tucked behind trees and rocks in the narrow confines between the cliffs, highway and water.

But spots like Porteau Bay and Britannia were nothing short of awesome, even though they were far more crowded than usual with spectators and motorcaders. The only thing that took some getting used to was the sight of the distinctly-Canadian "ditch lights" on the 6060. Southbound freight No.12 with a green M630 (paired with a green M420W) was a fine diversion during the two-hour layover at Squamish. For the southbound run, Mike Del Vecchio had been invited to join Ron Treend, Jr., (son of Royal Hudson Steam Society General Manager Ron Treend, Sr.) in a speedboat to chase the train from the water (see his description of this in CAMERA BAG). The afternoon provided plenty of photo opportunities from both land and sea.

The crew was still working on the 2860 when the fantrip returned to North Van and the engines were put to bed. The 3716 was put into the shop to provide steam for the 2860's fire-up. Swanson's crew bit the bullet one final time, and shortly after midnight the RS18 chuggled up to the shop with the 2860's tender. The drawbars were inserted, and the 2860 was lit off to be ready for Sunday's doubleheader.

Saturday's perfect weather was overwhelmed by a coastal low over Vancouver Island, and Sunday looked like a typical day in the Pacific Northwest with heavy overcast and occasional rain. But in that rugged country, that kind of weather adds "atmosphere" to railfan photography, and the cool air really brought out the exhaust plumes. Kodachrome 200 went into the Nikons and we were in business with no complaints. The 2860 was to be in the lead this day. It was almost departure time (10:30 a.m.) when the 2860 steamed out of the shop for the first time in 1988, eased past the 6060 already on the train and headed up the yard for a couple of quick "break-in" dashes up and down the main line before going over to the diesel shop for her official "weigh-in" certification. The train departed about an hour late, but everybody was happy to have the Royal Hudson along at last.

For the northbound run, Del Vecchio opted to ride the train, and he had a grand time. "That's the smoothest track I've ever ridden," he reported, "and the view was superb. The cars and windows were spotlessly clean and you could see everything, from the backyard gardens of West Vancouver to the logging operations on the Sound. Between Dutch doors in the vestibules and the baggage car up front, there was plenty of opportunity to see and hear the engines work."

We took off after another convenient southbound freight behind another green M630 (this time with a green SD40-2, an ex-Oneida & Western SD40-2 and a red widenose M630W). After a runby at Britannia, we returned to Squamish to retrieve Mike (who stayed around for a cab ride in the 2860 out

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MIKE DEL VECCHIO

ANTHRACITE RAILROAD SW1 55 was headed south out of Emmaus, Pa., on May 7, 1988, with cars for the cookie factory at East Greenville.

to the wye and back) and to catch the departure of the southbound doubleheader. The weather went from gloomy to rain as the train rolled southward, but the photography was good, as the mountainous scenery was ideal for grubby day work.

The 2860 had come through her first day of operation flawlessly. Swanson's crew had done a superb job in spite of the 'round-the-clock pressure. It was pouring rain as the engines were put to bed and the crews headed home for a well-earned rest.

There may be more Squamish runs with the 6060, though none are on the calendar at this time. Negotiations are under way to doublehead the 6060 and 2860 on a run through Fraser Canyon on the CN to return the 6060 to Alberta in October. But, again, nothing is yet firm. In the meantime, the 6060 is to be fitted this summer with an Elesco feedwater heater to replace the exhaust steam injector system that was recently removed from her left side (said Swanson, "those damned things never worked and never will"). The Elesco pump will be hung over the rear driver, and the bundle will be placed ahead of the stack and recessed into the smokebox with only the ends protruding like a New York Central Hudson. "The purists aren't going to be very happy," observed Swanson, "but we need a reliable feedwater system if we're going to run regularly."

And "regularly" is what all this work is about. The folks in Alberta are hard at work to develop a "Royal Hudson style" tourist operation in the Canadian Rockies. As they say, "stay tuned for further developments."

Now *that's* a wife!

In spite of the geography that gets between us, I've done quite a bit of steam railfanning the last couple of years with Max Wallace from Jacksonville, Florida. I mentioned in a phone conversation a few months ago about the trip we'd planned to Vancouver for the 6060/2860 doubleheaders, and Max was immediately interested. A couple of weeks after that, however, when the topic came up again, he said that he couldn't make the trip because he and his wife had other plans for that weekend. With his work schedule as manager for a construction firm, the trip had been a "long shot" anyhow.

About a month before the trip, I got a call from Max's wife, Donna. "Max has been working awfully hard lately and putting in some pretty long hours; I think that Vancouver trip is just what he needs right now and I'd like to surprise him. Would it still be okay for him to join you up there?"

The conspiracy was afoot. I gave Donna our full travel itinerary, and without telling Max she cleared his time off with his boss. Max was totally unaware of anything when Donna sent him out to get a package from the travel agency. In it were the airline tickets to Vancouver.

To borrow a line from Crocodile Dundee, "Now *that's* a wife!"

Sunny to a fault

Cabin fever was beginning to set in as Mike and I worked to ship last month's issue of the magazine. "The first sunny weekend," we promised ourselves, "is gonna be spent trackside somewhere." That sunny weekend arrived a few days later, and after taking care of the printer's proofs of the July issue on Saturday morning, May 7, we picked up Bob Noone and took off for Sand Patch (the B&O grade west of Cumberland, Maryland).

Switch List

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ANNOUNCEMENTS

AUGUST 20, 1988, Atlanta, Georgia, Southeastern Railroadiana Collectors Eleventh Annual Railroadiana/Model Train Sale and Trade Show, over 200 tables, Georgia International Convention and Trade Center, South of Atlanta Airport, adjacent Holiday Inn Crown Plaza, 9 A.M. to 4 P.M. Admission $3.00, tables $20.00. Information LSSAE to: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327. 988

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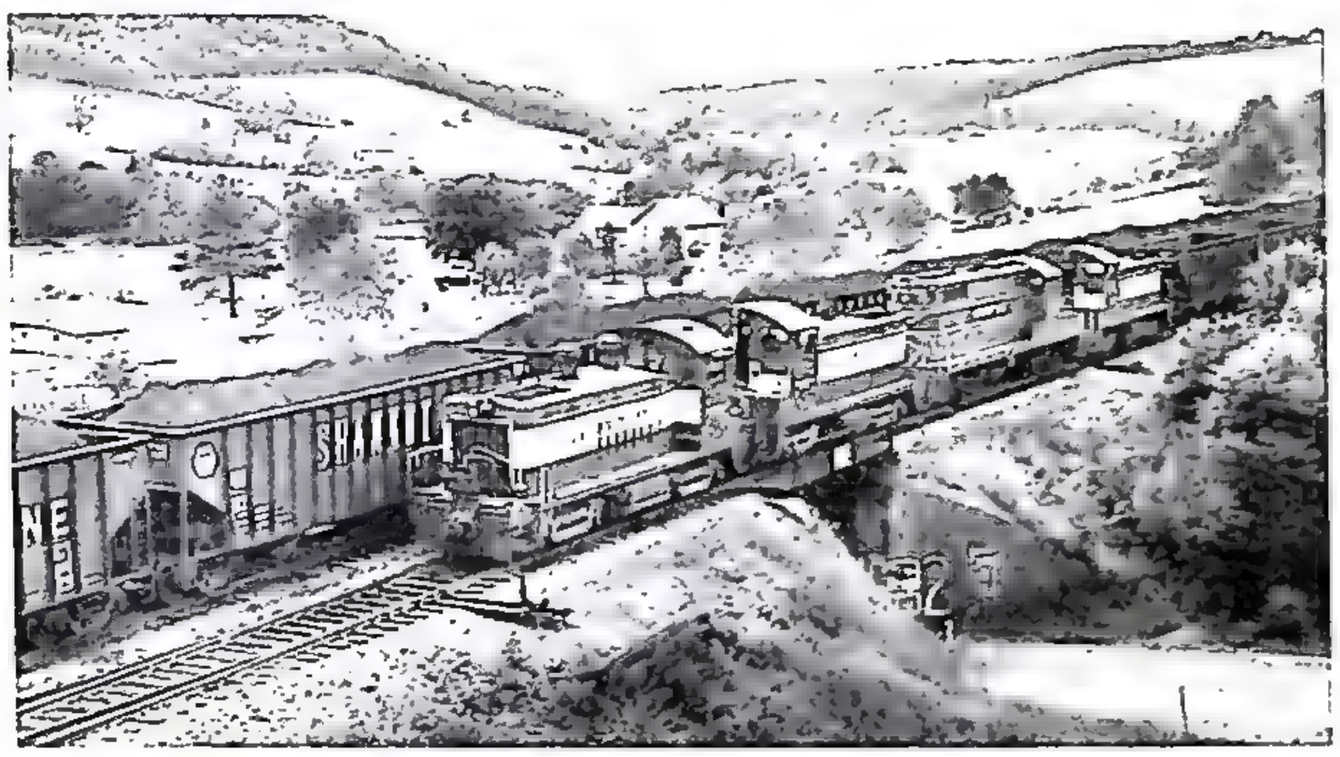
Because of our late start, we worked our way west via Conrail's Allentown Yard, where we found it was a quiet day with nothing noteworthy to be seen. An ALPI for Pittsburgh was doubling his train together for a run west on the old Reading, so we headed west ourselves, listening to his progress on the scanner. He got moving much more quickly than we had expected ("doubling" has been known to take three hours in Allentown), so we set up at a picturesque crossing at Emmaus, six miles west of Allentown.

"You're a day too early for the steam train," a lady working in her garden called to us. "It's not due through here until tomorrow."

When we asked "What steam train?" she produced a local newspaper story about Blue Mountain & Reading 2102's first 1988 offline trip from Reading to Jim Thorpe and back. Even though we'd written it up for TIMETABLE, both Mike and I had completely forgotten that it was *this* weekend. Maybe we'd better stop at Hamburg next; the 2102 is probably already being fired up—and I wonder how they are going to repaint her tender from the gaudy Constitution Bicentennial "billboard" that was on it last fall? Owner Andy Muller was threatening to paint it to match 4-6-2 425 with big numbers on the tender and the BM&R name on the cab.

Just then an airhorn interrupted our contemplation. Then another blast. But the crossing "tingers" were quiet. Strange.

next in RAILFAN & RAILROAD month



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"That sounds like a switch engine."

"That" turned out to be a cute black SW1, No.55, on the Anthracite Railroad a couple of city blocks away. We had stopped in Emmaus to have a look at the Conrail/Anthracite connection but had apparently just missed the train. We immediately abandoned Conrail to follow the SW1 (ex-Conrail 8556/PRR 9396) and its handful of grain hoppers. The weather was perfect, the foliage was in virgin spring bloom and the railroad was interesting and easy to chase. None of us had followed the line before and had not researched it, so we had no idea where it was going or how far the other end was. But we had plenty of time and just didn't care. With an SW1 at 10 m.p.h. it couldn't be too far away.

Just outside of town we encountered local railfan Rob Palmer who filled us in on the Anthracite's three separate operations and what we could expect from this train. He was bound for the cookie factory at East Greenville (Pennsburg), 15 miles south of Emmaus on the former-Reading Perkiomen Branch. When the train reached East Greenville, they spotted their cars and shut down behind the cookie factory fence. We took off for Reading. On the way we paused at Boyertown to see the Anthracite's other SW1, 735, still in Amtrak platinum mist and red, white and blue trim.

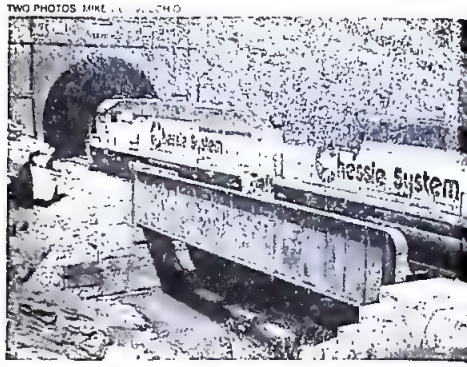
It was dusk when we reached Hamburg, the north end of the Blue Mountain & Reading. We were right about the 2102; the 4-8-4 had run the tourist trains this day and was being readied for tomorrow's trip to Jim Thorpe. The volunteer crew from the Reading Company Technical & Historical Society was scrambling to get one side lettered for the trip. Andy Muller had insisted on putting the BM&R name on the engine, but he agreed to do it in as authentic a "Reading" manner as possible. The engine will be kept absolutely unchanged in its Reading freight black image with no striped tires or running boards. The number and correct stripe panel will remain on the cab. The tender will keep its proper Reading border striping, with the BM&R name in place of the READING in the center. Instead of painting the 2102 to match the 425, the 4-6-2 will be repainted Reading-style to match the 4-8-4.

When they finished the painting, the RCT&HS crew asked if we wanted to do a night photo. You bet.

"Well, do we stay around for tomorrow's fantrip or continue on to Cumberland and Sand Patch?" It was a tough choice, but knowing that there would be more 2102 trips this summer and a whole Railfan Weekend on June 24-26, we opted for Sand Patch.

The next morning there was a piggybacker headed west out of Cumberland at the crack 'o dawn, but after getting in from Hamburg about 3:00 a.m., we decided to fortify ourselves with coffee and breakfast at the railroad YMCA and wait for the sun to establish itself a bit more strongly.

With no more westbound traffic evident, we went downtown to Viaduct Junction Tower where the Pittsburgh/Chicago and the Grafton/St. Louis lines split (the St. Louis line is now torn up beyond Grafton and sees only local traffic and coal trains). There was a surprising amount of action on the Grafton line as we caught a coal train in each direction and a modest westbound merchandiser. We would wait here for Amtrak's eastbound *Capitol Limited* (due at 10:11 a.m.) and then head up for Sand Patch. In the meantime, we watched the switches and locks work on the pipe-connected "armstrong" interlocker at Viaduct Junction as the operator handled the Grafton line moves. It is an almost vanished example of traditional railroad technology.



TWO PHOTOS MIKE [illegible]

JUST MINUTES AFTER this Chessie helper set exited the other end of Falls Cut Tunnel on Sand Patch Grade on May 8, 1988, they reported a "sun kink" on the east end bridge. The hot spring sun had caused the ribbonrail to shift at the joint at the end of the bridge (right), as observed by Bob Noone and eastbound Editor Boyd. Another sun kink had closed the other track an hour earlier.

The *Capitol* was about a half hour late and had a Family Lines GP38-2 ahead of its two F40s. By now a westbound piggybacker with two Chessie GP40s, a Seaboard GP38 and a Chessie GP30 was ready to go, and we chased him west and north to Hyndman, where the pipe-connected "Q" Tower was reported to be working its last days. Our piggybacker quickly got this helpers (two SD40-2s and an SD50) and headed up Sand Patch with us in hot pursuit. As the railroad grade increased to nearly 1.6%, we easily beat him to Fairhope, where we met Mark Perri and his friends from Ohio.

The cordialities were brief as the westbound howled into view and swept past. One of the few advantages of caboose-less trains is that the back shots of pushers look like coming-on shots in still photos. We continued on up to Mance and Sand Patch and settled in for a fine day of train-watching. We got about a half dozen trains, and most had predominantly or totally Chessie power (while CSX/Seaboard/Family Lines variety is fun, the Chessie image is now an endangered species and all the more valuable, especially on "home turf"). By mid-afternoon we had worked our way back down to Falls Cut Tunnel and were enjoying the 75° weather and blazing sunshine.

We were surprised by an eastbound freight dropping downhill on the "wrong" main. Shortly thereafter we heard him talking on the radio to a track crew just west of us

working on a "sun kink" on the No.2 (eastbound) track. A few minutes later a helper set followed down on No.1 track. As he exited the tunnel just beyond us, we heard him call on the radio to report "quite a kink" in the track at the east end of the bridge just east of Falls Cut Tunnel. After a brief radio discussion with the crew working on No.2, a hi-rail truck eased down that track, inspecting both ends of the tunnel.

"Good grief," came his radio report, "this kink on No.1 is worse than the one we're working on on No.2; you can't let anything run over it." As the truck came back west, the crew spotted us with our cameras along the track. "You might as well go home," they called out. "We just shut down both mains and there won't be anything through here for two or three hours."

Oh, well, it was after 3:00 o'clock and we'd already had a good day. Walking back to the car, we got a good look at that sun kink on the bridge. There had been some trackwork there recently, and a few hot days can do that to "unseasoned" ribbonrail.

The sunshine that had brought us here had rather effectively sent us packing for home.

Heading back through Cumberland, we made a stop at the new Allegheny Central operation being set up by the City of Cumberland and Jack Showalter. In the old WM carshop in Ridgeley, W.Va., Jack's two CPR 4-6-2s (1238 and 1286) were being readied for service, and an ex-C&O GP9 (owned by the City of Cumberland) was outside in primer paint, soon to become "Western Maryland 40" in the black and speed lettering livery. They expect to start running tourist and din-

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KODACHROME: TIM FRANZ

BANGOR & AROOSTOOK F3 42 was at Northern Maine Junction near Bangor with a Massachusetts Bay RRE fantrip on July 28, 1985. Though used for special events, BAR's "Executive F-unit" is in almost daily freight service, usually between Northern Maine Junction and Millinocket. See page 32.

ner trains on the former-WM main line between Cumberland and Frostburg early this fall. From what we observed, it looks like a first class operation in the making.

There was no rail traffic to be seen as we followed the B&O eastward, but we stopped at dusk in Hagerstown. In the old WM roundhouse we found that work has apparently stopped at about the "90% complete" stage on Reading 4-8-4 2100. In a nearby stall, Ross Rowland's C&O 4-8-4 614T was safely stored. The future of both engines is uncertain.

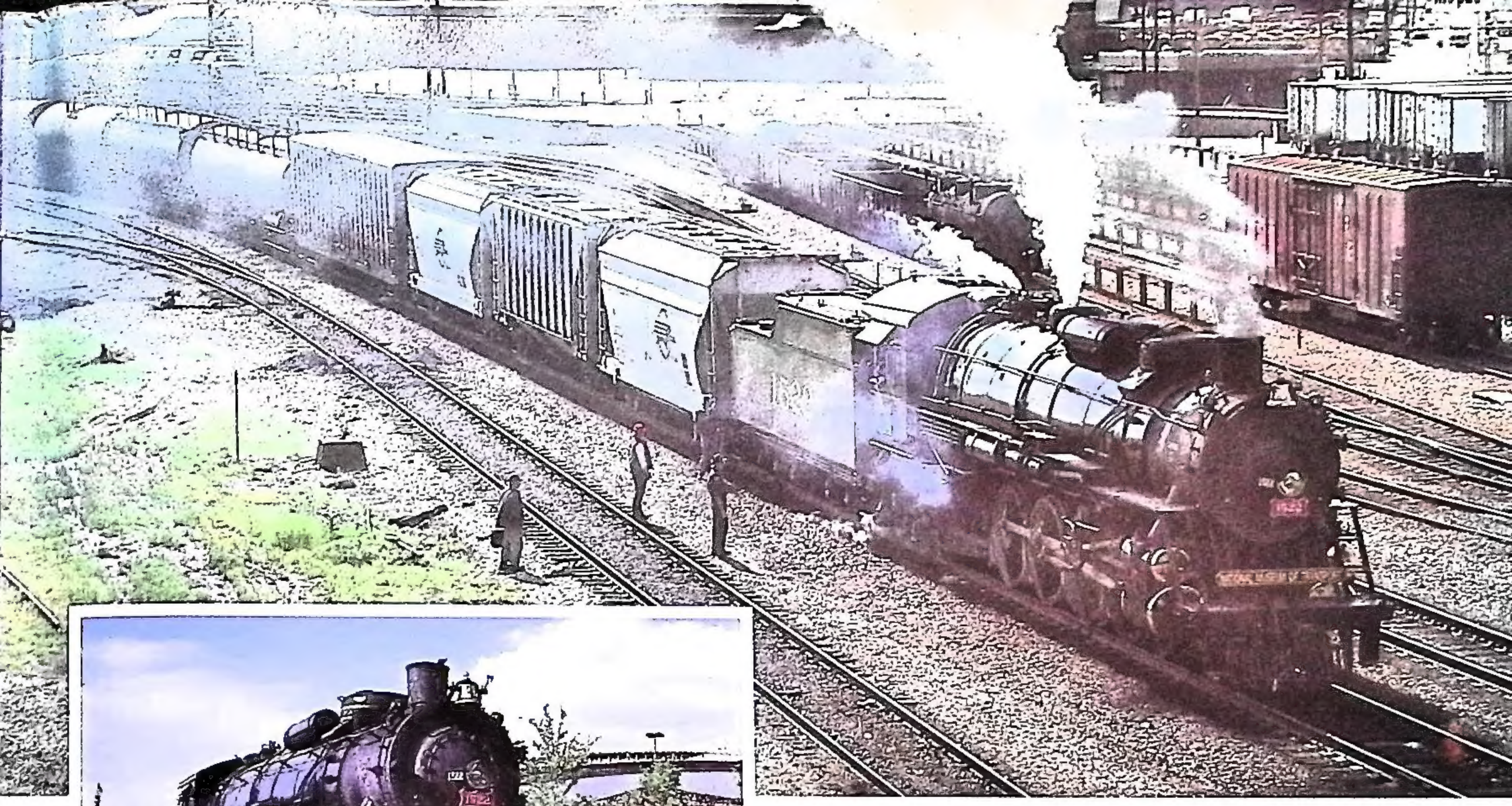
We tagged Hamburg on the way home and found the 2102 hot and "put to bed" after what we later learned had been a very successful fantrip to Jim Thorpe.

The 1988 "railfan season" was off to a good start.

Jim

TWO KODACHROMES MIKE DEL VECCHIO

CANADIAN NATIONAL 4-8-2 6060, now owned by the Alberta Pioneer Railway Association, has been at the Royal Hudson steam shop in North Vancouver since SteamExpo in 1986. Now fully overhauled, the "Bullet-Nosed Betty" made two doubleheader runs on the British Columbia Railway from North Van to Squamish on May 21-22, 1988. With Royal Hudson 2860 in the shop, the 6060 posed for a night session on May 20 (**left**) with "Royal Consolidation" 3716 and then doubleheaded with the 2-8-0 on Saturday. The return leg of that trip was photographed from a speedboat on Howe Sound (**below**) by Mike Del Vecchio. The 2860 was ready to go for Sunday and was run leading the 6060. See MARKERS for details on the trips and CAMERA BAG for Mike's speedboat chase.

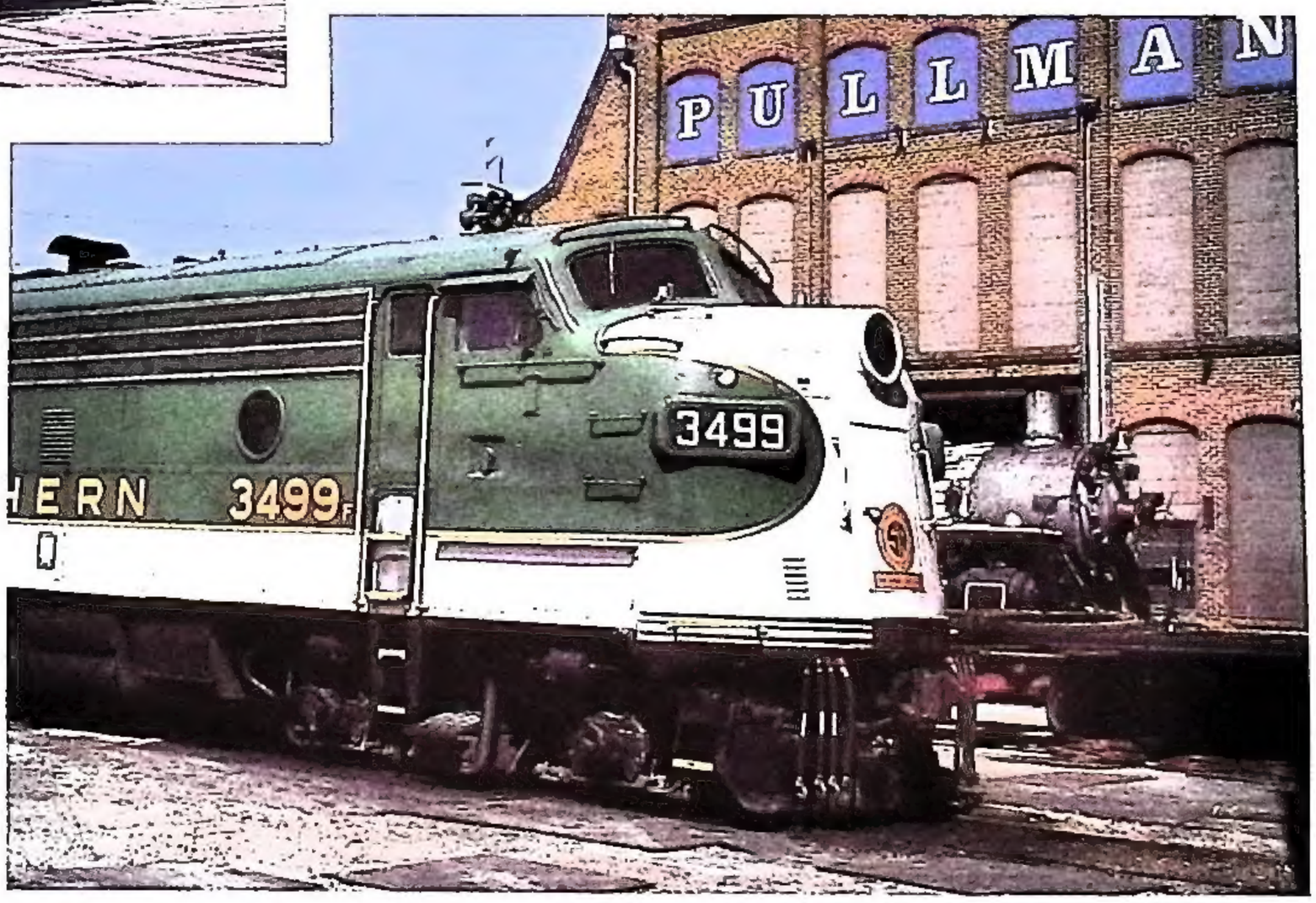


FRISCO 4-8-2 1522 made a grand entrance into St. Louis on an 60-car UP local behind two GP15s on May 4, 1988. It is shown at Grand Avenue Interlocking (above) after the diesels cut away and (left) backing into St. Louis Union Station for its debut on Saturday, May 7. See page 28 for details.

KODACHROME: BRAD JOSEPH

KODACHROME: LARRY R. STILES

Railnews



SOUTHERN GREEN AND GOLD FP7s 3499 and 3498 have been sold by Norfolk Southern to the New Georgia Railroad in Atlanta for tourist train service. The 3499 is shown at the New Georgia's shops east of the old Georgia Railroad yard in Atlanta on April 22, 1988, while being test run for the first time. Savannah & Atlanta 4-6-2 750 can be seen in the background with its boiler jacket removed. See page 28 for details.

METROPOLITAN STEVEDORE has repainted one of its two Alco RSD12s in a new scheme, shown at Long Beach, Cal., on March 13, 1988. See page 30.

KODACHROME: ALAN MILLER

PHELPS DODGE GP38-2s 56 and 57, shown departing Clifton, Ariz., for Morenci on April 5, 1988, are wearing a colorful new livery. See page 30.

SEATTLE FILMWORKS: LOREN BAXTER

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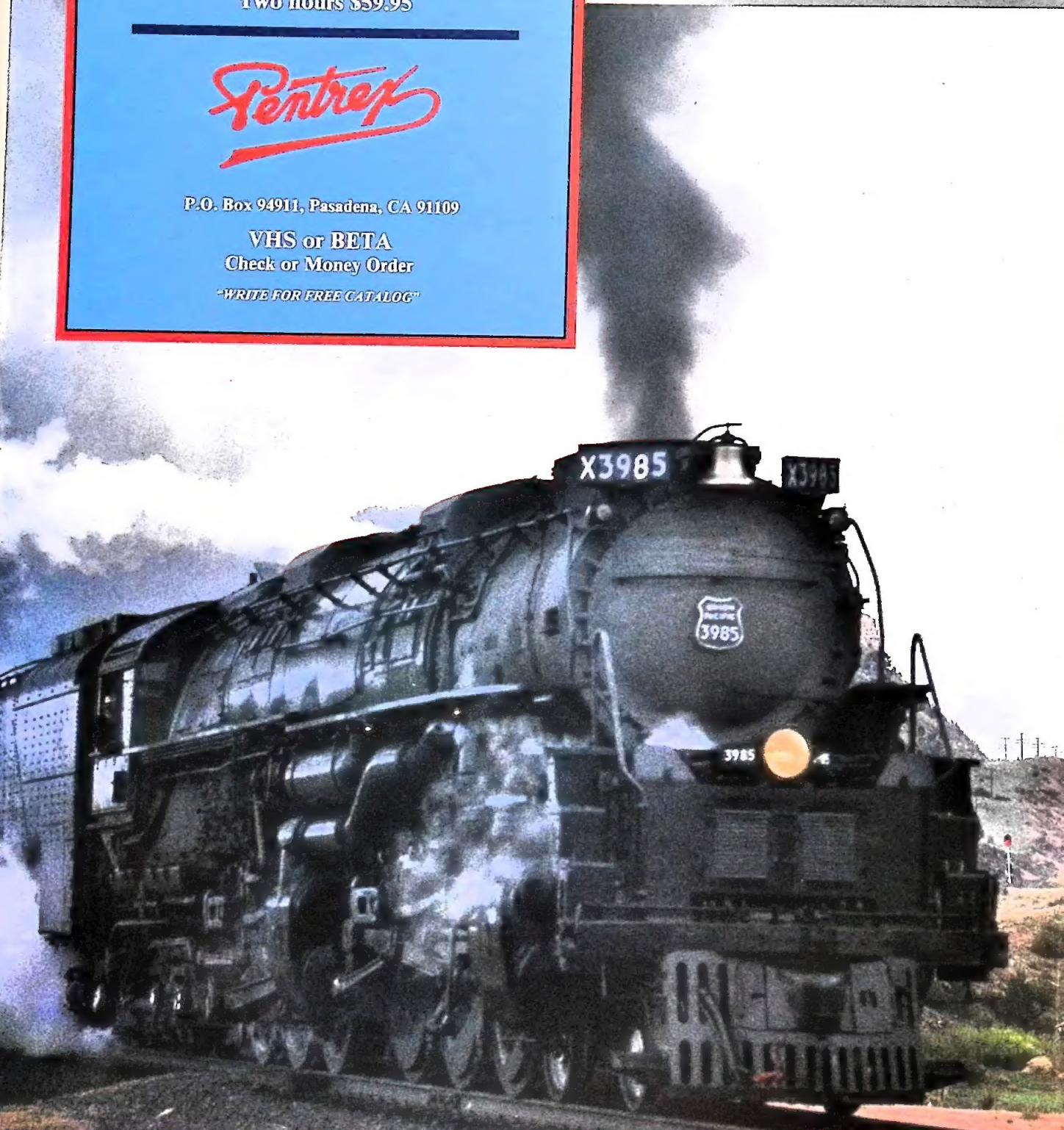
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